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HONGRONG. THURSDAY, JULY 11th, 1901.

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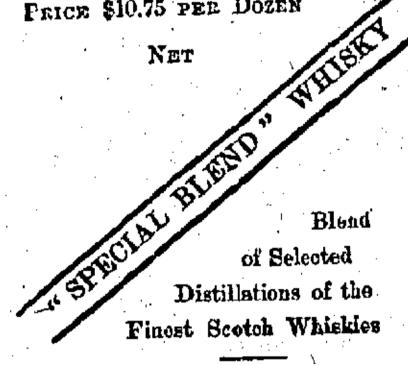
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THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898. APPLICATION FOR REGISTRATION OF TRADE MARK.

CHAN LAI TONG has on the 6th day of May, 1901, applied for the registration, in Hongkong, in the Register of TRADE MARKS of the following TRADE MARK:—

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A. FONSECA, Manager. Hongkong, lat December, 1899.

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The Cuisine is Excellent. J. H. DOWNS, J. W. OSBORNE, Proprietor. Manager. Hongkong, 8th September, 1900.

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Hongkong, 2nd July, 1901.

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A.-THORNE'S BLEND... B.-GLENORCHY, MELLOW BLEND, a fine SODA Whisky of great age ... 10.80 C.—ABERLOUR-GLENLIVET: 12.00 D. -H.K.D. BLEND of the Finest

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WATSON'S SPECIALITY VERY OLD LIQUEUR SCOTCH WHISKY of Superb Quality and Great Age. Pronounced by all Connoisseurs to be the BEST BRAND in the FAR

EAST ...

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

HONGKONG OFFICE: 14, DES VŒUX ROAD CI LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 11th July, 1901 TO-DAY the Petition to Mr. CHAMBERLAIN German mail of the 13th June were delivered asking for an enquiry into the sanitation of the Colony will be sent to the Colonial · Secretary with a request that it be at once forwarded. The Petition in the matter of signatures is the strongest that has ever been sent from this Colony since it was founded. It is a matter of regret that so energetic and so able an official as the late Dr. AYRES did not live to witness this triumphant outcome of his labours. The many extracts from official medical reports which are contained in the Petition and make up the case for the petitioners are endorsed by every professional man in the Colony qualified to express an opinion on the subjects dealt with. So then, as far as the community is concerned, the labours of the late Colonial Surgeon and the present Medical Officer of Health have not been in vain, and their reproaches as to the indifference of the public have at last been met by senting the 25th Co. E. D., R. G. A., and the unanimous public action. One important and gratifying aspect of the movement for local sanitary reform is that it has revealed a new independent force in the Colony. The men whom we have long looked upon as the leaders of the community have refrained from signing the Petition. It was produced by residents who have hitherto never posed as public men, although the Committee contained in its ranks several of the leading men in our shipping and mercantile circles. Therefore, if the object of the petitioners be attained. it will break down once and for all the theory far too long prevalent here that the welfare and destiny of this Colony is controlled and public representatives. They will have to vate Townley, Mr. Doring, and Mr. Mutte their own inclinations to represent it. The Petition has been signed by all classes and races of this cosmopolitan community, although the preponderance of signatures is naturally British. If any condemnation of the existing sanitary system is needed, it is contained in the fact that nearly all the doctors, architects, and engineers have signed the Petition. The majority of the lawyers have evidenced its legality by their signatures, and it is even gratifying to learn that the document has received episcopal benediction, inasmuch as the two local prelates

comprise many signatures of that nationality, and the Parsees, as was anticipated, have unanimously supported it.

The community will be delighted to learn that H.E. the Governor is in so hearty accord with the wishes of the petitioners that he has already written home asking floating on a small raft. The Chinese belonged that a sanitary expert shall be sent here to to an Amoy junk which was wrecked at sea. enquire into the sanitation of the Colony. Such request, we believe, went home by the last mail. Everyone will appreciate | this exhibition of practical sympathy with the desires of the community, although they may question the apparent haste of His Excellency. We think H.E. would have shown greater wisdom had he waited a week longer and attached his recommendation to the Petition, for under the circumstances it appears as if H.E. was trying to head off the petitioners. We, of course, do not charge this to H.E., but we cannot refrain from thus representing a prevalent opinion. In any case, if by such a despatch it was desired to forestall the petitioners, it would miss its object because the desires of the petitioners were telegraphed home weeks ago, and moreover the Petition itself | is dated. The community, however, will be grateful to Sir HENRY BLAKE for his action, which in itself is a gratifying tribute to the effectiveness of the agitation for loca. sanitary reform.

THE outbreak of plague on the Messageries Maritimes steamship Loos is likely to caus no small sensation at Marseilles and in Europe generally. The Laux left this port for France on the 3rd June. She arrived at her destination at the beginning of this week, having on board sixteen Arab stokers suffering from plague. Consequently the whole of the three hundred passengers and the crew have been quarantined. The local agents of the Messageries Company were unable to say whether these Arab stokers. were on the Laos when she left Hongkong or whether they were taken on when the vessel reached the Sucz Canal. Plague exists in Egypt at the present time, but the short- | Specimens are being collected and sent to | ness of the run between the Canal and \ Marseilles does not give much time for the disease to have developed. On the other hand we have heard nothing of any plague cases on the earlier part of the Laos's journey. There is, of course, the third possibility that the men were shipped at some intermediate place. The guilt of Hongkong in the matter is at present open to question, and we trust that it will be disproved. The only consolation, in event of our responsibility being unfortunately shown, would be the powerful reminder which the home authorities would be given of the evil state of sanitary affairs in this

The British transports Glengyle and Lalpoora left the Harbour yesterday for Taku and Calcutta respectively.

The French mail of the 3rd June and the in London on the 9th inst.

The two letters in our columns about the absence of name-plates at both ends of Barker Boad have apparently born fruit. One was put up at the Tramway end on Saturday last, and the other at the Magazine Gap end on Monday.

The arms seized by Sergt. Watt (not Ward, as erroneously published), were taken from the shop of Tam Tsing, who was sentenced at the last Criminal Sessions to nine months' hard labour for attempting to bribe Sergt. Watt.

The United States Consulate in Chungking was closed at the end of last month, Mr. Henry B. Miller, the Consul, having been transferred to Newchwang. This is attributed to the small amount of business done by Americans in Changking, most of the residents there being missionaries.

A water pole match between teams repre-V. R. C. will be played this afternoon at 5.30 at the V.R.C., Kowloon. The following will play for the V.R.C:-H. A. Lammert, J. H. Hance, A. A. Alves, A. E. Alves, J. Miller, A. Loureiro, and C. E. Hance.

their boat went down.

The usual weekly concert under the auspices of the Hongkong Missions to Seamen was held on Tuesday evening. The programme was an excellent one, and included vocal solos from regulated by a select few who stand as its Mrs. Stringer, Mrs. Brand, Mr. Coster, Priyield to public opinion when they cease by instrumental solos from Mr. Doring (violin), Private Townley (cornet), and Mr. Oliver (flageolet). The accompanists were Miss Parker and Mr. Sheriff. The Rev. T. Wright made a genial chairman.

The Times of the 8th ult. says :- A. Court of have appended their names to it. In spite E. H. Seymour's flagship, which began her sea-keeping qualities, but no vibration was of the abortive Chinese opposition, the lists | present commission as for back as April, 1897, | experienced on any of the runs.

The German transport Palatia arrived at | Singapore from Take on the 4th inst. with the F. Koe, Army Service Corps, from 17th inst. coffin containing the remains of the late Baron | to 16th September. von Ketteler, and 39 officers, 37 petty-officers and 1,558 soldiers bound for Germany via Aden. On the 28th July the Palatia picked up five Chinamen and one Chinese woman

The Berlin Post, in an inspired article on the 7th ult., contradicted the report that the German Emperor had proposed that a French efficer should be appointed to succeed Count von Waldersee as Commander-in-Chief of the allied troops in Chihli, and stated that the question of the command of the forces which are to remain in China has been left to be settled by the generals in command of the various contingents.

A bronze medal, on which will be graven, an eagle fixing its talons in a dragon and on the reverse side the Emperor's signature, will be conferred upon the officers and men of the German expedition to China. A similar medal in steel will be conferred upon all persons -- soldiers, sailors, and civilians -- who have taken part in the preparation of the expedition or have in other ways contributed to the success of the campaign.

A High School for girls is to be established shortly at Singapore, under the name of St. Mary's College. The instruction will be given, as far as possible, in the form of lectures, but individual help will be offered as time may Composition, Astronomy, French, German, Drawing, Painting, Part-Singing and Callis-

of dead locusts have been discovered in parts of worm disease. Similar reports have arrived from Thal Chotiali and Kalat. An investigation made by the Agency Surgeon shows that the maggets; but it is not known what these. maggets are or how the ova were introduced. Calcutta for examination.

inst, with great complacency republishes a letter | Customs Tariff. The amount of the indomnities by Mr. Angus Hamilton to the Pall Mall is very great, and China has nothing to advance Gazette. The letter in question is an adverse by way of hypothecation. Hence, the editor criticism of the management of the Tientsin says, she is forced by the dire necessity of the railway by the British, and of British manners | circumstances to ask for an increase in her and British vanity in general, while it praises tariff. The nations ought to consent to a 10 the Germans greatly for the improvements they per cent, tariff. But England will object. A are supposed to have made on the Tientsin compromise of 5 per cent, has been suggested, railway when in charge of it. The fact that which would bring in ten millions additional. Mr. Hamilton, an Englishman, lectures his If all articles at present on the free list were countrymen on their weaknesses and their also taxed, that would be a further godsend to But surely the German journal is rather lost on the great depression of the exchange, ingenuous to attaching so much importance to especially as she pays her debts in gold. The constituted censor.

Some interesting particulars of the work involved in the construction of the Siberian Railway were published in the Odessa Novosti last month. The paper reminds its readers that at Peking, is chiefly known for the part he took it is exactly ten years since the first sleeper of in the delimitation of the Russo-Afghan the gigantic railway was laid. The number of frontier. Born in 1851, of Montenegrin on board the French Mail steamer Lacs which officials and workmen employed on the line during the decade was over 76,000 and 10,000,000 sagenes of earth were either cut through or levelled. One hundred million cubic sagenes of bricks and dressed stone and 10,500,000 poods of coment were used in the work. The total length of the bridges erected was 47 versts, and 200 versts of water mains were laid. The poods, while 20,000,000 poods represents the weight of the rails laid. Seventy thousand square sagenes of buildings were erected and 40,000 dessiatines of forest were cut down to supply the 70,000,000 sleepers required. The Novosti concludes by pointing with pride to the fact that the line was laid from start to finish by Russian engineers and workmen labouring as often as not under great difficulties and adverse climatic conditions.

During the first week of her commissioned trials in May and June, the torpedo-boat destroyer Viper steamed at various speeds up to 18 knots, and made several runs over the measured mile in Stokes Bay, in order to find the amount of pressure and exact number of revolutions required to produce given speeds. The Yaumati ferry-launch Cheung Ching, in | The second week was devoted to cruising, and approaching her wharf at Connaught Road | the boat made a run to the Channel Islands, West at about nine o'clock on Wednesday returning to Dartmouth, and on this occasion evening, ran down and sank a first-class | the speed was worked up to 25 knots. In the passenger sampan. No one was injured, and third week the speed was raised from 25 knots the occupants of the sampan were able to save to the maximum, which was maintained for one their belongings and to board the launch before hour. The mean of the hour was 30½ knots, and the best run over the mile gave a speed of 314 knots. Throughout the three weeks the vessel-had all her stores on board, and she was down to her normal sea-going draught. One of the most interesting runs of the series was made on the 6th ult., when the Lords of the Admiralty took passage in the Viper from

Leave of absence has been granted to Major

A Bombay despatch of the 24th ult. says :-Private Walker, of the Shropshire Light Infantry, has stabbed Corporal Ward, of the same regiment, in his sleep, with a bayonet, inflicting fourteen wounds. The affair took place at Poons. Walker was arrested.

Russia continues the "purgation" of the universities and professions by hurrying 'suspects" to remote wilds. Among the number is Count Bobrynski, a descendant of the Empress Catherine, who was seized in the street and sent off at only four hours' notice to speech, dissociating the Liberal Imperialists. Kola, a wretched Lapp village on the Arctic

The Japanese authorities are evidently determined to take all precautions against the introduction of plague: That part of the premises belonging to the Medical College of the Imperial University in which the pestinfected rats were found, was burned down on the 27th ult. as a precautionary measure again st the outbreak of the disease in Tokyo.

A Yellow Book on affairs in China was published in Paris at the beginning of the month. It states the moderation and restraint of the French troops in North China, which was "highly appreciated by the Chinese authorities and people, who begged to be place d allow. The College course comprises Theo- under French authority." This is hardly what logy. Church History, Arithmetic, Euclid, the war correspondents have led us to expect, and the vote of confidence was carried Algebra, English Literature, English History; but then they do not write Yellow Books-at least, not of this kind.

Some candid criticisms of the Admiralty have been given atterance to by Mr. W. Allan, According to a Bombay telegram, the M.P., who was entertained recently at the Political Agent at Zhob reports that a number | National Liberal Club. The adoption of the water-tube boilers instead of the cylindrical that district. It appears that they died of a system was the biggest blunder that could possibly have been made. The Admiralty had been spending millions of money blindly and foolishly in the construction of their ships. thorax of the infected insects is infested with They had only now got to the experimental stage, and thousands had been spent in boiler experiments. It was enough to make Watt turn in his grave.

The native Sin Wan Pao discusses the adop-The Deutsch Asiatische Warte of the 3rd tion of the gold standard for the Foreign manners appears to delight our contemporary. China. China, being a silver-using country, the outpouring of this irresponsible and self- | Sin Wan Pao's editor urges that now is the time for the Chinese Plenipotentiaries to securo

M. Lessar, who is mentioned as the probable successor of M. de Giors as Russian Minister parentage, and educated at the Ecole des has arrived at Marseilles from the Far East. supplies. Ingénieurs in St. Petersburg, his first experience was in surveying railways in Asia under General Skobeloff. On the strength of this experience he was selected in 1880 to assist in surveying and exploring the Turcoman country between the Caspian and Afghanistan. During the following two years he explored weight of the bridge material used was 3,500,000 | the whole of the ground of the Russo-Persia and Russo-Afghan frontiers, covering, it is said, a distance of nearly 6,000 miles. In consequence the direction of the whole question of the Afghan frontier was committed to his care, and in 1885 he was sent on a special mission to London to assist in the negotiations which accompanied the despatch of the Afghan Boundary Commission.

The steamer Putiala (transport No. 14) arrived in the harbour yesterday morning from Take. She has on board Major General Sir Norman Stewart (commanding First Brigade, China Field Force) and staff, and the officers and men of the 24th Punjaub Infantry. This regiment took part in the operations for the relief of the besieged Legations, and participated in the historic march to Peking. The regiment was subjected to a heavy shell and rifle fire just before entering the Capital city, but behaved magnificently. Enquiry on board the Putiala showed that the aspect of affairs up North is much the same as we already knew it. Comparative calm is succeeding the turmeil of the past twelve months, and districts policed by pending their signatures to the petition, withthe troops of the Allies are now being handed out enquiring into the causes that justify such with a severe check, the Germans are build- to stay. Portland to Portsmouth. On that occasion ing a small fort, capable of holding about she maintained a speed of 27 knots. The Viper, four hundred men, for the protection of seven years the samitary measures enforced in spite of her capacity for consuming large the railway there. Although the back of the have rather inflicted hardship on the labouring quantities of coal, carries the same stoker late rebellion has been broken, our informant class than benefited the colony at large, by desher size, and most of the last week's trials were internal peace and quietude in China. As long which, though rubbish in the eyes of their intended to ascertain what results could be as Boxers exist, he said, and as long as they betters, is treasure to themselves, and by obtained by employing the stokers in two have unscrupulous men to lead them, so long indirectly raising the rents. Who will say that into the breakdown of the steering gear of the | watches, but it was found necessary to employ | will civil strife in China continue. He did not | if, with \$8 a month, the Chinese can house all hands to ensure the highest speeds. The anticipate any immediate trouble, but felt their families in large miry buildings with tennis It is now feared that the ship will be detained temperature in the engine-room was found to confident that the events of the past year courts and gardens attached to same, they for fully six weeks. The accident is excep- be highest when travelling at low speeds, and, would be repeated sooner or later. Too prefer to huddle together in dark holes? The tionally unfortunate, as not only were the ewing to the ventilation caused by the fans, to many of the Boxer leaders escaped. Had coolies are also human beings and possess cruiser to the China Station, but they were weather prevailed throughout the three weeks, would have been greater and more hopeful very little, yet, if it is really wanted, the hardequally survious to relieve the Centurion, Sir no opportunity was afforded of testing her Putinia, which has on board several ship on their poor should not be entirely ignorto sail at mid-day to-day.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FROM OUR CORRESPONDENTS.

GENERAL NEWS.

LONDON, 9th July, 7.5 p.m.

THE LIBERAL PARTY.

In consequence of Mr. Asquith's recent from the views of Sir Henry Campbell-Bannerman with regard to the South African War, the latter called a meeting of the Liberal party to-day at the Reform Club, at which he protested against "sectional divisions, machinations and cabals." Mr. Asquith dissociated himself from all cabals, and cordially supported a vote of confidence in Sir Henry Campbell-Bannerman. He urged, however, the recognition of honest differences of opinion.

A VOTE OF CONFIDENCE.

Sir Edward Grey spoke to a similar effect. unanimously.

THE PLAGUE ON THE "LAOS."

The Massageries Maritimes steamer Laca has been quarantined at Marseilles for ten days. Sixteen of the Arab stokers are suffering from plague.

REUTER'S SERVICE.

LONDON, 8th July.

THE AMERICAN PRISONERS IN SOUTH AFRICA.

Great Britain has declined to release the Americans among the prisoners of war. BOER TREACHERY.

Evidence derived from various source shows that the Boers killed the wounded lying on the field after the Vlakfontein fight.

London, 8th July.

THE VLAKFONTEIN ALLEGATIONS. Lord Stanley has ordered a full enquiry into the allegations of Boer, treachery after the Vlakfontein fight.

BRITISH FORCES IN SOUTH AFRICA. The British forces in South Africa now number 251,000 men, of whom 14,000 are sick. PLAGUE ON THE FRENCH MAIL. Fifteen cases of hubonic plague are reported Upwards of 300 passengers and crew are

THE PLAGUE.

quarantined.

During the 24 hours ending at noon yesterday there were reported 3 fresh cases of plague and 2 deaths (Chinese).

We regret to announce that Capt. Primrose and his son were removed to hospital at 6.15 yesterday evening, suffering from plague. It will be remembered that Mrs. Primrose was discharged from Kennedytown Hospital on the

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE CHINESE AND SANITATION

TO THE EDITOR OF THE "DAILY PEESS." Hongkong, 10th July.

Sin,—I endorse every word your evening for instance. They would be only too glad contemporary, the Hougkong Telegraph, says of it. in its leading article of yesterday. It is not fair to condemn or form any conjectures as regard the motive of the few shining stars amongst the Chinese, in refraining from apover to the care of Chinese soldiers. At an attitude on their part. I know for certain Lang Fang, situated in the district where that they will be very glad to support the agitathe Boxer rising most seriously asserted itself. tion on foot, if it can only be secured that and where Admiral Soymour's expedition met | matters will not be made too hot for their poor

It has now become a fact, that for the last was not at all sanguine of a continuation of troying the poor people's household property, more of them been killed the chances of peace similar senses. Though Chinese support matters

POLICE COURT.

Wednesday, 10th July.

BEFORE MR. HAZELAND.

DRUNK AND INCAPABLE. Chas. Staunn, a German marine engineer. was charged with being drunk and incapable. When asked if he admitted the charge he said : -I couldn't say if I was drunk. I had worked the whole night previously and all day yesterday. I was quite played out.

His Worship-You say you were not drunk ! Defendant-I am very sorry-His Worship-You must either admit or deny the charge. Do you admit the charge?

Defendant-I admit. His Worship-Fined \$2, or eight days' hard

CAUSING OBSTRUCTIONS. There were six cases of causing obstruction, which were punished with the customary fine of \$2 or eight days each.

BEFORE MR. KEMP.

CHERKY RICKSHA-COOLIE. Sergt. Patterson charged a rickshu-coolie with unlawfully depositing him before completion of his journey.

The Sergeant had engaged the ricksha at Queen's Road Central to take him to Bay View. When he got to Ship Street the coolie stopped and could not be persuaded to go further. His Worship fined him \$5, or fourteen days' labour. SNATCHING ONE HUNDRED DOLLARS.

One Un Wa was charged with having with two others not in enstody snatched a canvas. bag containing \$100 in silver from Lam Tai, a shop-coolie, at No. 327, Queen's Road West. Complainant had been sent out by his master to collect the money. He succeeded in doing so, and placed the coin in a canvas bag and putting the latter under his arm started on his

return to his master's sho. While he was on his way three Chinese came alongside of him. Two pushed against him and defendant, snatching the bag from him, ran away. Complainant raised the hue and cry, and a private watchman stopped the thief with the bag and money in his possession.

Defendant pleaded guilty and received throo months' hard labour.

HONGKONG SANITARY BOARD. 🗻

A meeting of the Sanitary Board will be held to-day, Thursday, 11th July, at 4.15 p.m. ORDERS OF THE DAY. 1. Further Report by the Sanitary Improvements Committee.

2. Report by the Chinese Cemeteries Com-3. Reply from Government relative to the removal of plague bodies from the Colony. 4. Reply from Government regarding the erection of eight stails in Yammati Market.

5. Minute reporting the recall of Dr. Atkinson and the appointment of Dr. Pearce as Assistant Medical Officer of Health. 6. Reply from Government relative to the

erection of buildings in accordance with improved plans. 7. Further correspondence relative to the

excessive Chinese infant mortality. 8. Draft Bye-laws relative to disinfection of infected promises.

G. A. Woodcock. Acting Secretary.

AGENDA. 1. Suggestion by the Vice-President relation to noise nuisances. 2. Suggestion by the Vice-President regard-

ing the Cemeteries at Kowloon City and Sham 3. Correspondence relative to the erection of

a mortuary at Kowloon. 4. Report by Mr. F. Browns on the cleansing and fumigation of No. 5 Health District. a 5. Correspondence relative to the cleansing

of houses in No. 5 Health District. 6. Report of the analysis of the public water 7. Results of the examination made under "The Sale of Food and Drugs Ordinance."

8. Application for the erection of urinals at the Western Hotel. 9. Minute by the Medical Officer of Health

relative to the appointment of rat catchers. 10. Nuisance caused by water-buffalces.

> SINGAPORE AND THE "MORNING POST."

On the 3rd inst. at the Singapore Municipal Commission the following entertaining discussion took place on the statements of Mr. Knight, correspondent of the Morning Post, on the occasion of the Royal visit to Singapore:-Mr. Evans asked :- Does the President propose to take any steps to contradict the mistatements of Mr. Knight of the Morning Post and re-published in the local Press The President said he had not as yet thought

of taking any notice of the contribution by Mr. Knight of the Morning Post. but if the Commission desired it he would do so. There were a good many mistatements in the contribution. Mr. Wee Theam Tew was of opinion that the article should be left for the local Press. As a

Commission they should not take any notice of it, but treat it with contempt. Mr. Jago favoured the sending of a contradiction to another paper-the Daily Mail

Mr. Evans-I wouldn't do that. I merely asked the question as it is a pity that such absolute mistatements should be allowed to be circulated throughout the Empire by a paper of the class of the Morning Post, without some person in authority contradicting such mistatements flatly, by simply stating they were not so. Whether the Gevernment proposed to

do so or not he could not say. The President-If it could be done through the Colonial Office it would be better. Mr. Evans said he would be satisfied if the President would take the matter into considera-

The President said he would enquire into the matter, and see if Government intend to take

Mr. Cuscaden said he did not think Mr. Knight had seen the letter sent by the Duke approving of the arrangements.

Mr. Jago - I think some of your brawny men must have hustled him.

LATEST STEAMER MOVEMENTS.

The O. & O. steamer Doric, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 9th inst. The steamer Arratoon Apear, from Calcutta,

left Singupore for this port on the 10th inst, The A. L. steamer Maria Valerie left Moji

for this port yesterday morning.

LATE TELEGRAMS.

NEWS YIA RANGOON AND CEYLON.

THE WAR IN SOUTH AFRICA

THE LANDS COMMISSION REPORT. London, 21st June.

The South African Lands Commission report that unless stronuous efforts are made to establish a thoroughly British population large enough to prevent the recurrence of disorder the whole expenditure of blood and treasure may be wasted, but there is no reason to doubt the new countries will become thoroughly British by consistent and well-directed, policy, THE U.S. ATTACHES CRITICISMS.

London, 23rd June. A fuller version of the American attache's report on the Boer war says the British do: not possess caution and just push ahead and take the consequences, but that Lord Roberts showed himself an exception to the rule. The report adds that for indomitable courage, uncomplaining fortitude and implicit obedience the British troops are beyond criticism. T. TE CASUALTIES.

Simla, 24th June. The following is a list of the recent casualties

in South Africa :-'4th June: deilled, Lieut, C., W. Halse and Capt. W. Longfield; wounded severely, Lieut. L. Bennett, all of the Imperial Yeomanny .-6th June: killed, Lieut. Atlan Cameron, 2nd Gordons, Lieut. Strong, 2nd Bedfords, and Lieut, J. Mair, New South Wales Artillery : wounded dangerously, Captain Finlay, 2nd Bedfords .- 11th June | killed, Capt. Scott, 3rd Berkshires .-- 12th June: wounded dangerously, Lieut. H. Harford, Imperial Yeomanry.-14th June: wounded dangerously, 2nd Lieut. Ching. 3rd Dorsets. - 15th June: wounded soverely, Liout. K. Halso, Queensland Bushmen and W. Rudkin, R.H.A .- 47th June: wounded severely, Lieut. E. J. Slaughter, and slight'y, Lieut, A. H. Jamieson, both of the Imperial Yeomaney, -- 19th June; wounded slightly. Major Marshall, 1st Dorbyshires, and Lieut. Rostron, 2nd Northum serland Fusiliers severely, Leut. J. B. Alisopp, Imperial Yeomany .- Captain Finlay, of the 2nd Bed-

FLOGGING AND FIGHTING. London, 25th June. The Cape Times says the Boors captured Mr. Boths, the momber for Aliwal North, and signboked him and burned his farm owing to

fords, is dangerously ill, but is improving. .

his vote on Treason Bill. The fight between De Wet and Elliott's column which took place near Reitz on the 6th instant was all at close quarters. The Boers recaptured their convoy and then desperately resisted the British reinforcements, and series of fierce hand-to-hand encounters and melees ensued among the waggon wheels and disselbooms before the Boors finally fled.

THE FAR EAST.

INDIAN TROOPS AT TAKE. London, 23rd June.

Indian troops will replace the Marines in the Taku forts. JAPAN AND FOREIGN CAPITAL.

London, 24th June. The Times publishes a long communication from a British firm in Japan describing the economic condition and representing the advantageous openings for foreign capital there. The Times commenting on this, says it is disposed to concur with the representations but recommends certain reforms in the direction of the removal of restrictive and exclusive regulations.

INDEMNITY DIFFICULTIES.

London, 25th June. The Times Peking telegram says that only two questions delay the settlement, namely Japan's request for the increase of her indemnity and Russia's proposal to increase the turiff to ten per cent. in the event of a deficit in the indemnity. All the Ministers, except Sir Ernest Satow, have agreed to the latter. MOVEMENTS OF INDIAN TROOPS. Simla, 25th June.

The following movements have been sanctioned in connection with the return of the troops from China :- B. Batt. R. H. A. from China to Lucknow; 7th Bengal Infantry from China to Fort William; 2nd Madras Infantry from Fort William to Barrackpore; 24th Punjab Infantry from China to the Jhelum; Depots of the 25th and 26th Punjab Infantry from the Jhelum to Meean Meer; 1st Sikh Infantry from China to Kohat; 6th Punjab Infantry from Kohat to Samana: 1st to 5th Gurkhas from Samana to Abbottabad; 26th Bombay Infantry from China to Quetta; 3rd Bombay Infantry from Quetta to Satara, but to halt at Hyderabad pending reliefs by either the 9th Bombay Infantry from the Waziri Blockade, or the 30th Bombay Infantry from China; No. 2 Co. Bombay Sappers and Miners from China to Kirkee; No. 15 Co. S. Div. R. H. A. from China to Roorkee, but to halt at Dinapore until the cold weather sets in.

GENERAL NEWS.

THE LIBERAL PARTY. London, 21st June.

The Hon. H. H. Asquith, presiding at a dinner given by the Essex Liberals, demurred at the suggestion that he and his friends were apostates of the Liberal party. He condemned the resolution passed at Wednesday's pro-Boer meeting, and protested against its being called a pronouncement of the Liberal party. There were no grounds for the charges of inhumanity. he said, on either side. He enlogised Lord Milner, and concluded by stating that the restoration of the orginal status of the republics was impossible.

The Daily News says that Mr. Asquith's speech blights the hopes of those who are working for the Liberal unity, and adds that it is deplorable that Mr. Asquith should head the revolt, and calls upon the Liberals to express their loyalty to Sir Henry Campbell-Banner.

The Times says the speech of Mr. Asquith is a great service to the Empire. PARLIAMENTARY BESSIONS.

London, 21st June. The Times says that although Government is not likely to suggest Autumn Sessions, it seems certain that Parliament will sit later than usual THE P. & O. CO. AND THE LASCAR QUESTION. London, 21st June.

In the suit of the P. & O. Company against The Crown, the King's Bench has decided that Bo-called crow space.

AN EGYPTIAN BISHOPRIC. London, 21st June.

The Archbishop of Canterbury in a letter to the Times appeals for subscriptions to establish a Bishopric in Egypt excluding Soudan, where be deprecates missionary work for the present. THE HEALTH OF AHMEDNAGAR. London. 21st June.

Lord George Hamilton was questioned in the House of Commons regarding the Army Medical report on Ahmednagar, and he repeated the statement that the station was one of the healthiest and most admirable in India.

INDIAN ARMY NEWS.

Allahabad, 21st June. The annual reliefs of Native Regiments are now being taken up at Army Head-quarters. The delay in the matter has been due to uncortainty as to what troops were returning from China. The British reliefs will present more difficulty owing to the continuance of the war in South Africa.

THE OPIUM TRADE. Simla, 21st June. It is notified that in the calendar for the year 1902 not more than 48,000 chests of Bengal opium will be offered for sale, and not more than 4,000 monthly, of which 2,000 will be Benares opium and 2,000 Patna. No reduction in these quantities will be made without three months' previous notice.

AUSTRALIAN FEDERATION. London, 22nd June. The claim of the Australian House of Representatives to the exclusive power to grant supplies has been abundoned, the Senate pointing out that while the Lower House has the solehower of originating appropriation bills, both Houses have equal powers in granting supplies. THE CRICKET CHAMPIONSRIP.

London, 22nd Jone. Easy victories of the Yorkshire team over Essex and Notts are strengthening their position as head of the counties | Lancashive comes second and Surrey third. Rhodes has already taken 104 wickets for Yorkshire. At Nottingham Yorkshire dismissed Notts for 13 runs. Rhodes took six wickets for four runs, and Haigh four wickets for eight runs. THE RUSSELL CASE.

London, 22nd June the Old Bailey, but being a poor, charged with felony, the case will be tried before the House of Lords. The last similar trial was in 1841. THE CAPE-TO-CAIRO RAILWAY.

London, 22nd June It is rumoured that Mr. Cocil Rhodes las arranged with the Congo State to carry the Cape-to-Cairo Railway through it. The Congo Government denies that arrangements are concluded but admits that negotiations are proceeding relating to railway construction in

the Upper Congo. THE DEATH OF MR. HAY'S SON. London, 23rd June. Mr. Adalbert Hay (son of the Secretary of State, and formerly American Consul at Pretorih) whose dead body was found in the street at Newhaven, Connecticut, had apparently overbalanced himself while smoking a cigarette at his bedroom window before retiring to rest

after dining with some college friends.

THE BALKANS. London, 23rd June. A Russian squadron commanded by the Grand Duke Alexander visits Bulgarian ports next month as a special mark of favour to the

Principality. The King of Roumania has been entertainting very cordially General Book, the Austrian Chief General of the Staff.

SOMALILAND. London, 24th June. The latest news of the operations against the Mad Mullah states that advance parties pursued

fifty. The pursuit was then abandened. Colonel Swayne is returning to Bokstele whence he will cross and attack the Algheris who are the Mullah's chief supporters.

12th instant, states that 15,000 Abyssiniens arrived there in five columns and were starting that night on a forced murch in the hope of surrounding the Mullah.

THE MEDITERBANEAN FLEET.

London, 25th June. With reference to Rear-Admiral Lord Charles Boresford's letter about the Mediterranean Floot, Mr. Arnold Forster in the House of Commons declared that all the official communications from Vice-Admiral Sir John Fisher and Resr-Admiral Lord Beresford had been carefully condsidered by the Admiralty, and there was nothing to show that the letter was intended for publication.

THE COAL DUTY. London, 25th June. Sir Michael Hicks-Beach, replying to a question in the House of Commons, said that the coal contracts made prior to the Budget were exempted from the duty till the end of Sep-

AUSTRALIAN COMMONWEALTH. London, 25th June. The official return of the Defence Forces of the Australian Commonwealth shows that there are 61,223 men and 15,000 cadets.

A SALT TRUST. London, 25th June. An immense international salt trust is form. ing in New York, comprising all the great companies in America, Canada and England.

THE KAISER'S ASSAILANT. London, 26th June. Weiland, the Emperor William's assulant at Bromen, has been sent to a lunatic asylum. ARMY WIDOWS PENSIONS.

London, 26th June. An Army Order fixes the pensions of the widows of Non-Commissioned officers and men who died on active service at from thirteen to thirty pounds per annum. SERIOUS CANNON EXPLOSION.

London 27th June. The breech block of a 12-pounder exploded at Freshwater. Captain Bray and a gunner were killed and seven injured. Captain Arthur Le Mosurier Bray served with the Chitral Relief Force in 1895, and received the medal with clasp. He was in his 33rd year, problem and obtained his present rank in 1898 BACK FROM JUBALAND.

Bombay, 27th June. At Poons yesterday, Sir Robert Law, Commanding the Forces in Bumbay, inspected the 16th Bombay Infantry, just returned from Jubaland. He congrutulated the men on their work, which had been highly spoken of in despatches. Colonel Leegli and Lieut, and Adjutant Bridges being especially mentioned.

EXPORT CARGOS.

July. For New York:-1,310 cases preserves, the disadvantages is an open question, but there 897 pkgs. cassia, 100 cases cassia lignea, 45 cases is not the slightest doubt that in its entirety cassia buds, 110 pkgs. rattanware, 260 cases | it neither could be, nor should be, adopted for blackwoodware, 315 pkgs. fire crackers, 26 cases Hongkong. A modification of it might, how- three sick persons. The accommodation at the Chinaware, 25 cases paper, 30 cases lith, paper, ever, be instituted with advantage to trade and various refreshment rooms was often most 50 bags flour, 40 cases star aniscel, 12 bales no sacrifice of the freedom of the port; a inadequate; thus at no single buffet could we galangal, 10 cases ginger, 3 cases human hair, certain portion of the harbour should be set find a piece of white bread, and as a rule we 5 cases vermillion, 2,381 pkgs merchandise.

Per steamer Chusan, sailed on the 6th July. For London opt. Manchester: -100 bales waste | discharge under the cognisance of the Imperial silk. For London opt. Goole:-287 bales waste | Maritime Customs. Other vessels frequenting | Our joy was premature, for the thermometer Europeans must be treated alike regarding the silk. For Manchester:-127 bales wastersilk. the port would, as they do now, go on For Lyons:-185 bales raw silk. For Mar- uncontrolled in any way by fiscal restrictions or four degrees of heat, Renumur. A series of seilles:-112 bales raw silk, 2 cases silks, 3 cases | necessities. The exchange for any concession feathers. For London: -53 bales raw silk, 10 of this sort would be, of course, the granting cases silks, 50 rolls matting, 4 cases books, 3 by China of the right of unrestricted intercourse cases clothing, 3 trunks w/appard. I case with the whole of the neighbouring delta towns cabinet, I case silk embd. For Gibraltar:-1 as well as the more remote parts of the West, cases curios.

A CLOTH BOUND COOKERY BOOK, contain- and in addition to it, there is the Mecessity, ing 180 original recipes for all kinds of savouries. following on the restoration of order in China, Invalid Cookery and Sweets, is sent free to all | for a reorganisation of the entire conditions who post their LEMCO Extract jar wrapper to under which trade is carried on at present. Liebig's Extractof Meat Co., Ltd., 9, Fenchurch | First will come the placing of all the Custom-

THE CHINESE CUSTOMS.

FROM A CORRESPONDENT

In view of the fact that China will shortly be called upon to pay a large indemnity to the Powers, a correct understanding of the best means of increasing her resources to enable her to meet the demand is necessary, if we wish to avoid a repetition of the errors of the past in our dealings with her. It has long been a popular fallsey that the opening of new treaty ports. must of necessity give a stimulus to trade, and more especially foreign trade, in China: nor doesit appear that this theory had ever been questioned until Mr. Byron Brenan in 1897 showed that the importance of opening these places may be very much over-estimated. striking illustration, not only of the truth of Mr. Brenan's contention, but of the actual harm that may be inflicted on trade by the judiscriminate opening of treaty ports where they would, and must, clash with the larger scheme of throwing the whole of the waters of China open to steam traffic, is afforded by the case of Yochan-fu, the revenue returns for which have lately been published. A collection of some 150 tack is all there is to show after the port has been open to foreign trade for over 12 months. In 1898, it will be remembered, the British Government claimed, as a recompense for the Chinese rejection of the loan tendered by them to the opening of the city of Hsiang Tan at the western and of the Tung-ting Lake, which would, if it had been carried out, have save in a measure to open up one of the richest the 18 provinces—Hunan; but unfortunately they allowed Yochau-fu, situated at the mouth of the lake, and about 100 miles above Hankow, Earl Russell has been formally committed at | to be substituted for it. This place, of no importance in itself, and hence quite useless as a treaty port, has, however, been turned to good account by the Chine of in pursuance of their policy of restricting trade by every possible meas in their power. Their ruling, confining the opening of inland waters to steamers plying within the narrow radius of each treaty port, here found ample scope to display its paralysing capabilities. Under it no merchant could send his goods by steamer direct from Hankow to the great marts of Chansha-fu

and Hsiang-Tan lying in the centre of Hunan Yochan-fu, a' treaty port, intervened; and necording to the Chinese reading of the inland water concession no steamer from Hankow could pass it and go into the lake. From the past year's experience it is quite plain that the merchant will not -- and on a reasonable ground, namely, that of the expense it would entailsend his goods to Yochan-fn and there have another steamer waiting to take them to their destination: so that the net result arrived at is that the province of Hunan is more closely sealed to day to foreign goods and to steam traffe than if Yochau-fu had never been opened at all. Nor can it be argued that this result was unforeseen. The certainty of it was pointed out again and again to the British Minister, who, while admitting the justice of the arguments presented to him, advanced the theory that such restrictions on the freedom of sleam navigation were the natural result of foreigners not having been granted the right. of residence in the interior of China. he Mullah to the border of Mijerteen, killing the right of residence in the interior would doubtless much facilitate matters is denied; but the chief reason why the inland

water concession has been, in the words of the Hongkong Chamber of Commerce, A Times despatch from Gerloguby, dated the a hopeless sham" is the failure to realise the conditions under which trade is conducted in China. The opening of a treaty port, giving as it does the right of access to vessels and goods coming direct from a foreign country, carries, and must carry with it certain restrictions and precautions necessary to safeguard therevenue which are not called for in the case of places not open to direct foreign entry. Throning from Central to Southern China,

the West River shows even more glaring instances of the clashing of what in themselves are valuable concessions, but have been allowed to nullify each other-namely, the opening of treaty ports and the opening of inland waters. It must be confessed that the close vicinity of the free port of Hongkong is a factor which complicates matters somewhat in this case, but hardly to the extent claimed by Sir Robert Hart, who, in his endeavours to secure for the Chinese Government the right of the collection of duties in Hongkong, so hid the real points at issue as to convey the impression that the close neighbourhood of that port was the sole reason for the non-carrying out of the inland

water concession. There are two distinct tariffs in force for goods from Hongkong into China-the one, the Treaty Turiff (5 per cent. ad va ram), levied at the treaty ports on all goods carried in Her policy always has been to strangle trade in | to be five hours behind time. her misdirected efforts to raise revenue from

and discharge of vessels, and in the fact that all products of the actual territory of Kiaochau they can be moved from the place. Whether uside where vessels trading to and from a welldefined area of South China should load and

Pearl, and East Rivers. Apart from the consideration of the above. [1209-6 housesin China under one central administration. troubles were not at an end, for I could not

and Chinese alike.

be made one of the most effective levers to Chinese. By accelerating the general circulation of goods and people throughout the empire, a stimulus will be given to trade at large, which in its turn will bring a corresponding increase in the baying capacity of the Chinese. Railways, it is true, will perhaps be even more effective, but the fact remains that, with a few exceptions, railways have yet to be built, and in view of recent experiences, it does not need a great imagination to conceive that the raising of capital to build them will be a mitter of some difficulty. Again, the running of railways through the country is not unlikely to give vise to international disputes which, although they may be ultimutely settled, must serve to protract the negotiations, lessen the confidence of intending investors, and generally retard the progress of any scheme of communications. With steamship traffic, on the other hand, the means lie ready at hand, and, given the requisite opportunity, will be at once put into operation with corresponding advantage, not only to British interests, but to the interests of China and the world at large.-Times,

THE HEALTH OF THE ARMY.

Nearly a year and a half after the close of the period with which it deals, the Army Medical Department Report for 1899 was issued on the 4th ult. It deals with the Army throughout the British Empire, and gives reports and tables of abstracts from every station.

No annual returns for South Africa are as yet forthcoming, and complete statistics will not be prepared until the military operations

have been brought to a close. There was an increase in the percentage of sickness and death in the Army over 1898, but a decrease as regards the average rates of the previous decade.

The number of officers and men serving at home and abroad in 1899 is reckoned at 201,004. and there were 173,204 admissions to hospital, while the total deaths were 1594. The admissions represent a ratio of 861.7 per thousind, and the deaths one of 10.82 per thousand. There was one case of smallpox during the year, as against none during the two previous

The number of cases of alcoholism in the Army in Great Britain are not so large as to occasion comment, and the two dozen suicides are but one more than the average number for the last ten years. Some criticism is recorded upon the lack of ventilation and insufficient accommodation on several hired transports, although referring to a time when the transport service had not yet been subjected to the severest strain brought upon it by the war in South Africa.

The table showing the state of education of recrnits gives evidence of an encouraging increase in the number of recruits described as. well-educated." This class compose 71 in the thousand of the recruits, as compared to 17 in the *Louising that were unable to read. Of the balance of the marnits. 899 in the thousand could read and write, and the remaining 12 in the thousand could read only.

The rejection of the 22,071 applicants turned away in 1899 was due chiefly to the following

Under chest measurement ... 4,483 Defective vision Under weight... Loss or decay of teeth ... 1.722 Under height 1,376 Disease of heart... ... 1,068 Flat feet 838

ANOTHER VIEW OF THE ~ SIBERIAN RAILWAY.

Another view of the Trans-Siberian railway to that taken by Mr. Samuel Hill, as reported | I E N T I N G ... foreign vessels, and collected by the Imperial recently, is published in the Rossiya from the Maritime Customs; the other, a lekin tariff of pen of Dr. Vadenski of Grenburg. Dr. Vadenski urknown or fluctuating amount levied on all mays that he left Irkutsk, in Central goods carried in Chinese vessels, and also Southern Siberia, at 10 p.m. by train No. 3 collected by servants of the Imperial Maritime on December 25th, new style, to proceed Customs lent to the provincial authorities for to Orenburg, in South-Eastern European the purpose. The amalgamation of these two. Russia. "As my family was rather large, I turiffs into one is the first step to be taken. To | decided to take first-class tickets, which cost decide where and how such a tariff is to be 135 roubles, or £11. 2s. 1d.; and we were collected is the second and, it must be confessed, assigned a splendidly fitted out apartment for the more difficult one. It is quite useless for our journey of 270 miles. The rate of travellus to adopt, as we have done in the past, the ling was certainly slow, for four days were attitude that China can use what means she allotted for the above distance. On the very likes to collect and safeguard her revenue. first section, sixty miles long, our train managed

"Then a really serious mishap occurred: the it; our policy should be to point out the means | pipes used for heating the cars, which led she ought to adopt and insist on her using those to the condenser, became frozen. They had means and those means only. No increase, be been laid under the flooring of the waggon, and it noted, in the treaty tariff will solve this were thus exposed to the open air. The "atoker" ought to have bestowed all his atten-The Germans at Kiaochau have endeavoured | tion to the proper heating of the cars; but from the beginning to meet this difficulty; they | that was out of the question, seeing that he had collect duties payable to the Chinese Govern. to wait upon the passen ers and had many ment in the port of Kiaochau itself. The other little duties to perform. The only way out advantage of such a system is that one examina. of the trouble was to abandon the car, and this tion and one payment of duty franks goods | we did after we had spent two hours at the through to any part of China; the drawback station of Kansk in a fruitless attempt to put lies in cortain restrictions imposed in the loading | the heating apparatus into working order. Thus we had to resume the journey in an overcrowded second-class car, for not one reserved which are duty-free must be at the disadvan- car, even a second-class car, was to be procured tage of obtaining a certificate of origin before at any point in that section of 360 to 460 miles. Thus we arrived at Omsk in Western Siberia, Per steamer Lowther Castle, sailed on the 3rd | under these conditions the advantages outweigh | and the passengers seized the opportunity for | Occulist-Optician, of London and Calcutta, writing a 'general complaint.'

"From Omsk our journey was continued in a second-class car, in which we were joined by could obtain such only at intervals of about 140 miles. Great was our joy on reaching Cheliabinsk, for we espied a luxurious first-class car. hanging inside the car registered only three or long and stormy explanations with the station authorities then followed, and no less than six complaints were entered in the book so thoughtfully provided for the purpose; but it was all in vain, for we had to continue our journey in the second-class car. We had with us an engineer down with fever, and all my children had become quite hoarse. Nevertheless, we | could not raise the temperature by so much as one degree during the whole journey between Bamara and Zlatoust.

"At last wearrived at Orenburg : and still our

Secondly, the division of the carrying trade into | get my luggage. I showed the station-master (a) trade from abroad into ports of direct foreign my luggage receipt; and after waiting six entry, (b) coasting trade between those ports of | weeks I was told that my luggage had not then direct foreign entry, (c) coasting trade between | turned up at Cheliaba. Thus not only did I all places in China, including those referred to less my luggage, but the less of my clothes above as ports of direct foreign entry. Under prevented me from practising as a surgeon for the first heading (a) would be included the bulk | the time, and I am still awaiting compensation of the treaty ports now open to which others from the railway company for this enforced might be added as experience showed the need | idleness. Luggage is very frequently lost, and for them; while, on the other hand, some of I heard of several cases in which the portthose which are now opened and uscless as ports | manteaux and boxes had been rifled of of direct foreign entry might be included in | their contents in the guard's van and then the general scheme for throwing all places open | filled up with stones and any kind of to the coasting trade carried on by foreigners | rubbish. All this inconvenience was made worse by our being three day's late at Orenburg. The question of freedom of navigation is but there was some excuse for this unpunctuality, dwelled upon with particular emphasis, as it can for there had been two derailments a few hours before our train was timed to pass cortain points. break down the conservative motions of the Although the novelty is wearing off the frequent -accidents, yet the engine-drivers and stokers in charge of trains passing over the scenes of the various accidents cannot resist the temptation to stop the train while they have a gossip with the natives. I saw one stoker shoot a partridge; then the train slowed down, and he jumped off the ongine and picked up the bird."

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Hongkong, 20th May, 1901.

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Hongkong, 23rd September, 1891.

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68, QUEEN'S ROAD CENTRAL. Hongkong, 1st May, 1901.

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Hongkong, 20th April, 1901.

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Hongkong, 20th September, 1900.

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Hongkong, 9th July, 1901.__.

Hongkong, 9th July, 1901.

Hongkong, 8th June; 1901.

Hongkong, 4th July, 1901.

Hongkong, 5th July, 1901.

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Hongkong, 2nd July, 1901.

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Hongkong, 9th July, 1901.

Hongkong, 9th July, 1901.

YO. 1, STEWART TERRACE.

Hongkong, 6th March, 1901.

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Hongkong, 2nd May, 1901.

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ENROM This Day we have Authorised MR. EDWARD HOWARD to SIGN our Firm. JOSEPH & CO.

Hongkong, 10th July, 1991. WANTED.

EDUROPEAN ASSISTANT For General Office Work. Knowledge of German language preferred.

Apply to-BOX 82. Hongkong, 11th July, 1901. WANTED.

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Care of Daily Press Office. Hongkong, 11th July, 1901." . . . [1751 TO LET (IMMEDIATE POSSESSION).

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THE Steamship " LYEEMOON." Captain Th. Lehmann, will be despatched for

the above port TO-DAY, the 11th July, at 5 P.M., instead of as previously notified. This Steamer has superior accommodation for First and Second Class Possengers. For Freight or Passage, apply to SIEMSSEN & CO.,

Agents. Hongkong, 11th July, 1901. FOR CHINKIANG AND WUHU.

THIHE Steamship Captain Johanson, will be despatched for the above ports TO-DAY, the 11th July, at 5 P.M.,

instead of as previously notified. For Preight, apply to SIEMSSEN & CO., Agents.

Hongkong, 11th July, 1991. OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PATROCLUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Go. downs of the Hongkong and Kowleon Wharf will he at Consignees risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 17th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 19th instant. No Fire Insurance has been effected. BUTTERFIELD & SWIRE,

Hongkong, 10th July, 1901. VICTORIA RECREATION CLUB.

Agents.

YITHE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM. Kowloon, TO-DAY (THURSDAY), 11th July, at 5.30 p.m., to receive and pass Annual Report and Statement of Accounts and to elect Officers and Committee for ensuing year. A. DENISON,

Acting Hon. Secretary. Hongkong, 5th July, 1901. NOTICE.

NY OUTSTANDING CLAIMS against the Undersigned must be sent in on or before the 18th instant for PAYMENT. Customers are respectfully requested to settle all their accounts before the above mentioned date.

A. ABDOOLA & CO., 132. Wellington Street. Hongkong, 3rd July, 1901.

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Care of Office of this Paper. Hongkong, 10th July, 1901. WANTED.

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A. B. B., Apply-Care of Daily Press Office. Hongkong, 8th July, 1991.

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AUCTION

PUBLIC AUCTION. THE Undersigned have received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY) AND SATURDAY, the 12th and 13th July, commencing each day at 2.30 P.M.,

A QUANTITY OF SILK TAPESTRIES and EMBROI-DERIES and SILK GAUZE (Various Colours).

These Silks are all made on the Imperial Looms at Foochow and Hangchow for Imperial use, and were Stored in the Imperial Household Godowns, Peking. The above will be on view on and after

THURSDAY.

TERMS :-- As. usual. HUGHES & HOUGH, Auctioneers. Hongkong, 8th July, 1901.

PUBLIC COMPANIES GREAT EASTERN AND CALEDONIAN

GOLD MINING COMPANY, LIMITED, IN LIQUIDATION. YOTICE IS HEREBY GIVEN that an

EXTRAORDINARY MEETING of the PREFERENCE SHAREHOLDERS will be held at the Company's Office, No. 14, Des Voeux Road, on SATURDAY, the 20th July, at 12.15 P.M., for the purpose of receiving and discussing the Liquidator's proposals for Cealing with the Company's Assets.

The Liquidator, M. BENNECKE. Hongkong, 5th July, 1991. THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LD. A N INTERIM DIVIDEND of Six Dollars per Share for the Six Months ending 30th June, 1901, being at the rate of Twelve per Cent. per Annum, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office, No. 5, Queen's Road

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th. instant (both days inclusive). By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary. Hongkong, 9th July, 1901. THE WEST POINT BUILDING COMPANY, LIMITED.

N INTERIM DIVIDEND of One Dollar and Fifty Cents per, Share for QUARTERS, in FIRST FLOOR, No. 6, Six Months ending 30th June, 1901, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company

will be CLOSED from the 22nd to the 27th instant (both days inclusive). By Order of the Board of Directors,

A SHELTON HOOPER. Secretary, Hongkong Land Investment and Agency Company, Limited, General Agents, The West Point Building Company, Limited. Hongkong, 9th July, 1901.

"MINERAAL LABORATORIUM." ROOMSCHE-KERK STRAAT, SOERABAYA, JAVA.

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J. M. KAUFMANN & CO., JAVA. Hongkong, 30th May, 1901.

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CONSULTING ENGINEERS AND SURVEYORS,

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Telephone No. 187. Telegrams "Contract." W. S. BAILEY, M.I. MECH. E. E. O. MURPHY, wh. sc. A.M.I. MECH. E. Hongkong, 4th January, 1901.

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CODE WORD: "DOCK." NAGASAKI. A.1, A.B.C., Scotts' and Engineering Codes

DOCK No. 1 (at TATEGAMI.) Extreme Length... ... 523 feet.

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Width of Entrance on Bottom ... Water on Blocks at Spring Tide PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

SON'S VITHE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILD-AN IMPROVIOR IS RESPECTIVLLY SOLICITED. ING and MARINE ENGINEERING as well Buy all kinds of Unrios at Moderate Prices. es in REPAIRING of SHIPS. The COMPANY has a POWERFUL SAL-VACE PLANT READY at SHORT Mongleong, 18th April, 1901/4

INSURANCES

"L'UNION" FIRE INSURANCE COMPANY, Ld. (Established 1828).

FITHE Undersigned, having been appointed GENERAL AGENT for the above THE HONGKONG LAND INVEST Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office

A. R. MARTY, Hongkong, 1st August, 1900.

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838.)

HE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates. P. LEMAIRE & CO.

FOUNDED 1710: The Undersigned having been appointed AGENTS for the above Company, are pre-

Hongkong, 7th February, 1901.

pared to ACCEPT RISKS against FIRE at OFFICE with VERANDAH attached, No. 12, Queen's ROAD CENTRAL. Current Rates. SIEMSSEN & CO., Agents.

Hongkong, 16th May, 1892. SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT 1 ISKS against FIRE at Current Rates. HOTZ, SJACOB & CO.

Hongkong, 2nd April, 1900. TRANSATLANTIC FIRE INSUR-ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates SIEMSSEN & CO.,

Agents Hongkong, 16th November, 1872. NORTH BRITISH AND MERCAN-TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1900,

£14,732,681. AUTHORISED CAPITAL ... £3,000,000 0 SUBSCRIBED CAPITAL.... 2,750,000 0 PAID-UP CAPITAL II. FIRE FUNDS...... 2,833,716 14

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Agents. Hongkong, 3rd July, 1901. THENIX FIRE OFFICE The Undersigned are now prepared GRANT POLICIES of INSURANCE

against FIRE at Current Rates. DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office. Hongkong, 17th August, 1887. THE WESTERN ASSURANCE COM

INCOMPORATED 1851. CAPITAL.....£410,000. THE Undersigned, having been produced TITH BOARD, BEDROOM and PRI. AGENTS for the above Company, or

PANY OF TORONTO, CANADA,

VATE BATH in exceptionally cool, prepared to ACCEPT RISKS against FIRE well-appointed house. Location First Class. at Current Rates. WM. MEYERINK & CO., Agents. Hongkong, 18th May, 1900.

> NORTH GERMAN FIRE INSUR-ANCE COMPANY OF HAMBURG

Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current SIEMSSEN & CO.

Hongkong, 29th May, 1895. AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BRÖCKELMANN & CO., MRS. SIDNEY JEFFREY, "VERITLE,"

Hongkong, 21st April, 1897

NOTICE.

E, the undersigned, beg to notify the Public and Shipping Community that we have just received a Large Stock of ENGLISH LAGER PILSENER in Cases of 6 dozen Pints for \$14 and \$2.50 per dozen, for which we have been appointed Sole Agents by the WEEKHAM LAGER COMPANY, LIMITED. This Beer speaks for itself. BITCHIE & CO.,

No. 39, Des Voux Road. Hongkong, 26th June, 1901. LAUNCH FOR SALE.

LAUNCH. All teak. 58 ft. long. beam, 6 ft. deep. Surface Conas she now lies in the Cosmopolitan Dock at densing Engines. Cylinders, 71 and 15 in. Kowloon, Hongkong, in damaged condition. with all her GEAR, TAOKLE, ENGINES, Strok. 10 inches. Boiler, 5 ft. by 6 ft. Steam Pressure, 125 lbs. Speed 101 miles per BOILERS, MACHINERY and APPUR-Vessel will be completed and ready for use in Fourteen Days. Very suitable as an Office

> Launch. H. F. CARMICHAEL, Queen's Buildings. Hongkong, 22nd June, 1901.

IMPERIAL BANK OF CHINA.

THEREAS certain Deposit Receipts issued by the IMPERIAL BANK OF CHYRA, in Peking and Tientein, are alleged by the holders to have been LOST, the Public are warped against negotiating or dealing with any such Deposit Receipts, as the Bank will recognise only the actual Depositors.
For the IMPERIAL BANH OF CHINA, Note. We beg to announce that we also

A. W. MAITLAND. Acting Chief Manager, Hongkong, 30th May, 1901.

BANKS. THE MEROANTILE BANK, OF

INDIA, LIMITED. AUTHORISED CAPITAL£1,500,000 SUBSCRIBED£1,125,000 PAID-UP£ 562,500 RESERVE FUND.....£ 40,000 BANKERS:

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2%, per annum on the Daily balance. ON FIXED DEPOSITS:-

For 12 months.....4 / 31%21°/. J. THURBURN, Manager, Hongkong. Bongkong, 1st April, 1901.

TMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE

12TH NOVEMBER, 1896. SUBSCRIBED CAPITAL, Shanghai Tla. 5,000,000 CUN INSURANCE OFFICE, LONDON PAID-UP CAPITAL ... " 2,500,000

HEAD OFFICE—SHANGHAL BRANCHES AND AGENCIES.

Hankew Canton Peking . Chefoo v Penang Chinkiang Singapore Chungkin; Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. Bills INTEREST ALLOWED ON DEPOSITS At 2% per annum on Current Account daily

3"/ per annum on Fixed Deposits for 3 months. E. W. RUTTER, Manager.

Hongkong, 1st January, 1901 THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE-LONDON.

CAPITAL PAID-UP.....£800,000 RESERVE LIABILITY OF SHARE-HOLDERS£800,000

INTEREST allowed on Current Account at the rate of 2°/, per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent. T. H. WHITEHEAD, Manager, Hongkong.

Hougkong, 9th July, 1901.

HONGKONG SAVINGS BANK. FIGHE Business of the above Bank is conducted by the HONGKONG ANDSHANG-HAI BANKING CORPORATION: Rules may be obtained on application. INTEREST on deposits is allowed at 31

PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong AND SHINGHAL RIVE to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai BANKING CORPOBATION. T. JACKSON,

Chief Manager. Hongkong, 4th October, 1900. TYONGKONG & SHANGHAI BANK-

ING CORPORATION. RESERVE FUND-STEELING RESERVE ... \$10,000,000 SILVER RESERVE ... 3,000,000 **---\$13**.000.000

The Undersigned AGENTS of the above | BESERVE LIABILITY OF PEOP'TORS.\$10,600,000 COURT OF DIRECTORS. R. Shewan, Esq.—Chairman. Hon. J. J. BELL IRVING .- Deputy Chairman. [31 A. Haupt, Esq. H. Schübart, Esq.

D. Meyer Moses, Esq. N. A. Siebs, Esq. A. J. Raymond, Esq. H. W. Slade, Esq. R. L. Richardson Esq. H. E. Tomkins, Esq. Paul Witkowski, Esq. CHIEF MANAGER

Hongkong-Sir Thomas Jackson. MANAGER: Shanghai-H. M. BEVIS. Esq.

LONDON BAKKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS. For 3 months, 24 per cert per Annum. For 6 months, 31 per cent. per Annum. For 12 months, 4 per cent. per Annum. T. JACKSON, Chief Menager. Hongkong, 4th June, 1901.

HUMPHREYS ESTATE AND FINANCE COMPANY, JIMITED. CAPITAL, FULLY PAID-UP ... \$1,000,000

VERY Strongly Built and Well Finished RESERVE FUNDS 125,000 Directors: J. S. VAN BUREN, Esq. C. EWENS, Esq.

> C. S. SHARP, Esq. H. W. SLADE, Esq. HO TUNG, Esq. General Managers: Messis, JOHN D. HUMPHREYS & SON.

Bankers: THE HONGWONG AND SHANGHAI BANKING CORPORATION:

FITHE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony. JOHN D. HUMPHREYS & SON. General Menagers.

Houghong, 1st February, 1961.

BANKS THE BANK OF TAIWAN (FORMOSA) LIMITED. (INCORPORATED BY SPECIAL IMPERIAL

CHARTER). AUTHORIZED CAPITAL Yen 5,000,0 N PAID-UP CAPITAL 1,250 L00

HEAD OFFICE :- TAIPEH, FORMOSA JUICHI SOYEDA, Esq., President.

Head Office Manager: HIROMI KAWASAKI,

BRANCHES AND AGENCIES. Kyoto Yokohama Osaka Nagasaki Hakodate Meji London New York S. Francisco Tainan Shanghai Tientsin Hongkong Amoy

Newchwang Chemulpo Fusan. HEAD OFFICE :- INTEREST ALLOWED. On Current Account...... 5.475°/, per annum " Savings Bank 6.205°/, " " On Fixed Deposits:-For 3 months...... 61% per annum

" 7 % per amuum Credits granted on approved Securities and every description of Banking and Exchange business transacted. Drafts granted on the chief commercial places both in Japan and Abroad. Further particulars may be obtained on application.

HIROMI KAWASAKI, Manager. Taipeh, 5th October, 1900. EUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000 HEAD OFFICE—SHANGHAI. BOARD OF DIECTORS: BERLIN.

BRANCHES: Hankow Calcutta Tsingtau (Kiautschou) Tientein

LONDON BANKERS Messrs, N. M. Rothschild & Sons, Union Bank of London, Ltd. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. E. F. GROS. Acting Manager

THETOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

Hongkong, 8th February, 1900.

CAPITAL SUBSCRIBED ... Yen 24,000,000 __ CAPITAL PAID-UP , 18,000,000 CAPITAL UNCALLED ,, RESERVE FUND......

HEAD OFFICE-YOKOHAMA. BRANCHES AND AGENCIES. Nagasaki Tokio New York London Lyons

San Francisco

Tientsin. Newchwang Shanghai LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED PARE'S BANK, LIMITED. THE UNION BANK OF LONDOS, LIMITED.

Honolulu

Bombay

Hongkong-Interest Allowed. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5°/, per annum TARO HODSUMI, Manager.

Hongkong, 17th April, 1901. FINE BANK OF CHINA & JAPAN, LIMITED.

Working Capital over £280,000 RESERVE LIABILITY OF SHARE-HOLDERSfully £420,000 £650,000

HEAD OFFICE 36, Nicholas Lane, London, E.C. BEANCHES: Hongkong, Shanghai, Singapore. ACENCIES: Yokohama, Kobe, Penang, Bombay, Calcutta,

Madras, Colombo, Rangoon, Java, Lyons, and Paris. BANKERS: The Bank of England and the Capital and Counties Bank, Limited.

General Manager-F. C. BISHOP. INTEREST ALLOWED. On Current Accounts Fixed Deposits 3) months ... 4 12) notice ... 44 ...

The Bank buys, sells and receives for collection Bills of Exchange on, and transacts 24 general Banking business with; the above places. J. W. R. TAYLOR, Manager. Hongkong, lat June, 1901.

> FINE NATIONAL BANK OF CHINA PAID-UP CAPITAL £ 324,374 HEAD OFFICE-HONGKONG.

BOARD OF DIRECTORS. CHAN KIT SRAN, Esq. C. EWENS, Esq. CHOW TUNG SHANG, Eng. J. T. LAUTS, Esq. Chief Manager. GRO. W. F. PLAYPAIR.

Interest for 12 Months Fixed 5% Hongkong, 23rd March, 1899.

PONOOMULL BROTHERS. 57 & 59. QUEEN'S BOAD CHRIEAL, WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS,

Have for Sale. W NDIAN. Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rugs and Carpets, Jowelry, Cashiners Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy

Inspection is Solicired. Hongkorg, och Novembers 1900.

GIBP LIVINGSTON & CO.,

NOTICE.

ERECTION of BRICK SHOPS at

Messrs. GIBB, LIVINGSTON & CO.,

FROM PORTSMITH TO PEKING VIA

LADYSMITH WITH A NAVAL

BRIGADE.

ILLUSTRATED WITH FOUR MAPS.

On Sale at

sellers, Soldiers' Club, Soldiers'

and Sailors' Home, Royal.

NAVAL CANTEEN.

Price \$1 per Copy Paper Covers; \$1.50 in

COALS

DAILY PRESS" OFFICE, LOCAL BOOK-

Hongkong, 14th February, 1901.

Agents.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

" DAILY PRESS" OFFICE, The only office in China having European taught workmen. Equal to Home Work. BUILDERS

KANG ON Contractor; 30, D'Aguilar Street. Local and Coast Port Buildings, Timber, Brick

and Granite. Mochanics en gaged, Estimates given CHEMISTS DRUGGISTS, &c.

THE PHARMACY. 10. Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and

THE VICTORIA DISPENSARY. Chemists and Druggists, High-class Aernted Waters, Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

.CHEE & CO., Established 1859. Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS. 4 - Diamond Merchants and Watchmakers, 40. Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo

PHOTOGRAPHERS

A FONG, The largest and most complete Studio in Hongkong. Established 1859. Views. Enlargements, Ivory Miniatures, Oil Paintings, &c. : Ice House Street.

MEE CHEUNG. Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc; Development Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A. Queen's Road Central.

PRINTING

-" DAILY PRESS" OFFICE. Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO., Navy Contractors, Shipchandlers, Sail-Praya Central next Hongkong Hotel.

BISMARCK & CO., Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to . Vessels in the Harbour

KWONG BANG & CO., Shinchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Voux Road.

MORE & SEIMUND, 43 and 45, Der Voeux Road, Shipchandlers, Sailmakers, Riggers, Commission Agents | be taken delivery of immediately. Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO., Naval, Military and Court, 16, Queen's Road Opposite Kuhn's Curio Store. TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos," Importe of the Best Manila Cigars; 25, Pottinger Street.

WATCHMAKERS

DROZ & CO., 10. Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. HE Company's Steamship

"BUISANG," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods, will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon of the 11th instant will be landed at Consignees' risk and expense into Godowns at EAST POINT. No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., General Managers. Hongkong, 9th July, 1901. NOTICE TO CONSIGNEES!

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS. THE Steamship

"GLENROY! having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their rick into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where

each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless

instructions are given to the contrary before 4 r.m. TO DAY. Goods not cleared by the 14th instant, will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no elaims will be recogmised.

McGREGOR BROS. & GOW. Hongkoug, 8th July, 1901.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM MIDDLE BRO', ANTWERP,

HE Steamship

LONDON AND STRAITS.

"GLENLOGAN' having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as

the Goods are landed. Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY Goods not cleared by the 14th inst. will be

subject to rent No Fire Insurance has been effected. All damaged puckages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within

ten days after the steamers' arrival, after which no claims will be recognised. McGREGOR BROS. & GOW. Hongkong, 8th July, 1991.

NORTHERN PACIFIC STEAMSHIP

COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA." FROM TACOMA, VICTORIA YOKO. HAMA, KOBE, MOJI AND

SHANGHAI. THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their

Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. DODWELL & CO., LD.,

Hongkong, 6th July, 1901.

PACIFIC STEAMSHIP NORTHERN COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENESK." FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI & SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees risk DODWELL & CO. LIMITED,

Agents.

Holgkong, 9th July, 1991. makers, Provision and Coal Merchants, NAVIGAZIONE GENERALEITALIANA (FLORIO & RUBATTINO UNITED

COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. TETHE Steamship

"BISAGNO having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to

and General Storckeepers; Sole Agents All damaged packages must be left in the for Shipowners Composition ("Grey- Godowns, and a certificate obtained from the hound Brand") and Blundeli, Godown Company, within seven days after the be recognised. .

> Goods remaining in the Godowns after the 12th instant, will be subject to rent. Bills of Lading will be countersigned by CARLOWITZ & CO.

No Fire Insurance has been effected, and any

Agents.

Hongkong, 6th July, 1901

NOTICE TO CONSIGNEES. FITHE P. & O. S. N. Co.'s Steamship

"BENGAL,"
FROM BOMBAY, COLOMBO AND

Consigness of Cargo by the above-named

are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Go! down Company's Godowns at Kowleon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed. This vessel brings on Cargo:-

From London, &c. ex s.s. Britannia. From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers Optional goods will be landed here unless.

instructions are given to the contrary before 5 P.M., TO-DAY. Goods not cleared by the 11th instant, at 4 F.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 4th July, 1901.

THE CHINA MUTUAL STEAM NAVIGA TION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship "KAISOW. having arrived from the above ports. Con-

signees of Cargo are hereby informed that their Goods are being landed and placed at in an hour, as well he might, considering that to a mile. Failing to get a response, he offered their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns Kowicon, where each consignment will sorted out mark by mark, and delivery can be obtained as soon as the goods are landed. 10 a.m. will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damere obtained from the Godown Company, within ten days after the vessel's arrival here after which no claims will be recognised. JARDINE, MATHESON & CO.,

Hongkong, 6th July, 1901,

[ALL RIGHTS RESERVED.]

SPORT AND ANECDOTE.

BY AN OLD FOGEY.

THE KING OF MODERN HITTERS.

Seldom does one open the evening paper nowedays without discovering that Mr. Gilbert L. Jessop has been delighting the hearts of logers of cricket by some extraordinary feat with the bat. Undoubtedly the Gloucestershire captain is the most sensational player of the period, and an hour with Jessop were worth a week with some of the stereotyped scorers who scratch about for their runs and make difficulties where none ought to exist. The British public dearly love a lord but more than that they dote on a mighty hitter, for after all peers are only worth three a penny, whereas a here at our national game is a jewel. The first time I saw Mr. Jessop it seemed to me impossible to believe that a man of his build could be a fast bowler and such a gigantic hitter. I have never been able to ascertain authentically any information as to the exact physique of Mr. Jessop, but I should say he is about 5ft, 6in, and certainly does not weigh more than II stone. I quite agree with Mr. W. J. Ford that "Jessop is a C. I. Thornton in miniature." but I go further than he does and declare that for his size Jessop is the most rapid scorer who ever lived, and strange to say he has not a rebust constitution-At the present time he is suffering from an ailment which largely precludes him from bowling like a steam engine and will possibly necessitate a surgical operation before the end of the year. But happily in power of panishing all kinds of bowling, from the best downwards, he is unimpaired. It has been said that he is a mere slogger, but those who think so should earefully watch the way Mr. Jessop can place

balls between the fielders. His display in the Yorkshire and Gloucestershire match at Bristol this season showed that the bowler must be a most unhappy-man when once Mr. Jessop gets A SEETCH OF HIS CAREER. Mr. Jessop is, the son- of a doctor, and was born at Cheltonham on May 19th, 1874. When quite a child he was possessed with a passion for cricket, and played in a garden about 11 yards long, with his two brothers. At the tender age of ten he was sent to Chellenham Grammar School, and the year, following was included in the cricket eleven. From Cheltenhem he went to Burford Grammar School, and for two years scored most prodigiously. Leaving Eurford he became a master at Bescles College in Suffolk and when there he did some extraordinary feats. In one match I remember his taking 15 wickets for no runs, and hitting up 219 in one hour and three-quarters. While he was at Beccles he was given a trial with Gleucestershire the headmaster kindly giving him a holiday He made his debut at Old Trafford in July, 1894, when he scored 29 and 19 against Briggs and Mold, and captured one wicket for 72 runs. In the last match for Gioucestershire that year against Somerset, at Taunton, he scored 61 out of 73 in 50 minutes. In 1895, he still continued to assist Gloncestershire, and during this season at Cheltenham the future captain of the County made 63 out of 65 in 28 minutes by twelve 4's two 3's, three 2's, and three singles against the bowling of Peel, Wainwright, Hirst, and Ernest Smith, of Yorkshire. On going up to Cambridge in 1896 he rattled up 102 in the vessel's arrival here, after which no claims will Freshman's match in just over 69 minutes. He only received 57 balls, and from 32 of them he made his score. Need we add that he gained his colours, and ultimately became the captain of Cambridge University, and eventually of Gloucestershire? It must not be forgotten he has proved himself one of the best all-round cricketers of his generation by his performances in 1897 and 1900. In the former year in firstclass cricket he made well over 1,000 runs and took 100 wickets, while last season he registered 2,210 runs and again secured over 100 wickets. He made his first century for Cambridge University against the Philadelphians in 1897. and since that date has 15 times reached three vessel are hereby informed that their goods figures. Moreover, he has displayed an uncommon partiality for Yorkshire bowling at a time

when the attack of the Northerners has been uncommonly good. Thus in the Diamond Jubilee year at Harrogate he smashed all records by making 101 against Yorkshire in 40 minutes. Again in 1899, for Cambridge University, at Fenner's he carried out his bat for 171 at point when 24 and another catch in the deep field, his was a marvellous display. But last year at Bradford he exceeded the century in each innings, against the bowling of Hirst, Rhodes, Haigh, and Co., as he made 104 and 139. True, he had a good share of luck in his his 139 too highly. His driving was calculated to strike terror into the fieldsmen, and seven times he hit Rhodes out of the Park Avenue Mr. Jessop proved himself to be as great a hittor us ever. Playing for the M.C.C. against Leicestershire at Lords, he scored 169 in one

that one never can tell what he may do. He; fair condition at the present time, and if he | will step out to a fast bowler just as he would to a slow trundler, and one is bound to agree | Nuttall. To my mind the most striking with Dr. Grace that no one has over treated | performances of Nuttall are his one mile in Tom Richardson with such contempt. His batting overshadows his bowling, but at cover point he has scarce a superior. It would be no difficult matter to write a small book about what Jessop has already accomplished, and if he goes to Australia at any time, he is sure to draw crowds of spectators. This young gentleman is on the Stock Exchange, but during the summer he is more concerned with the rise and fall of wickets than the rise and fall of shares. He affects journalism, and has written some entertaining articles on various aspects of the

A WONDERFUL JUMPER. Ireland is the land of jumpers, both for horses and men. No one will be surprise? if Erin's Isle fainished the champion long jumper at the British championships at Huddersfield on the first Saturday in July. The recent form of P. O'Connor, of Waterford, has been astonishing, for at the Irish Championship meeting he covered no less than 24ft. 9in., a distance, which, if accepted, establishes a world's record. But eight years ago we all regarded C. B. Fry's 23ft. 64in. as a marvellous performance. These figures stood until M. M. Roseingrave surpassed them by one inch at Sydney, N.S.W., on October 5th-1896. Then arose an international struggle fer the record, as at the same time we had such extraordinary jumpers as W. J. M. Newburn, the 6ft. 6in. Irishman; Alvin C. Krnenzlein, the fluffy-haired Pennsylvanian University student; and Myer Prinstein, of Syracuse University. There was a triangular dual between these three, and some of Newburn's jumps being rejected. Britain lost the record, which was 24ft. Jin. All the same, Newburn was a wonderful jamper, and the first time he ever appeared at Stamford Bridge just at practice he compassed 23 feet in his ordinary clothes. It was said that Prinstein jumped 24ft. 7lin. on April 28, 1990, but whether the New American Amateur Athletic Union ever passed that jump as fully authenticated I am not aware. Certainly they did accept the 24ft 44in. of Krasuzlein, made at the American Inter-Collegiate meeting, on May 27, 1899. All the same these figures have been put in the shade by O'Connor, who, as I have said, is now credited with 24ft. 9in. A most curious thing to my mind was that all these great jumpers except Newburn were entered for the English championship in London last July. Prinstein was on the ground, but did not compete. O'Connor was one of the competitors, but either lost heart or lost form, for he could do no better than 22ft. 4in. This was a most disappointing display, especially as Kraenzlein won with 22ft. 10lin., whereas O'Connor a month previously had taken the Irish championship with 23ft. 64in. O'Con-

the pair would be very interesting. FOOTBALL FINANCE.

nor is a man of greyhound build standing 6ft.

2in, and weighing 11st 4lbs. He belongs to

County Wicklow, and is just as much a fine all-

round athlete as Kraenzlein. A match between

At this season of the year few matters of fact connected with sport are more interesting than the balance-sheets of the famous Association football clubs. Almost within a day the statements of Tottenham Hotspur and Sheffield United, the winners and runners-up of the English Cup, have been issued. The gate receipts of Tottenham Hotspur were £8.409. and of Sheffield United £8,677. 2s. 4d. For winning the Cop the 'Spurs received present of £2,450 from the Football Association, while Sheffield United were entitled to £2,500. It is very interesting to compare the payments to players of the two teams. Tottenham in salaries and bonuses paid the Cup winners £4,561, while Sheffield United expended £4,674 in the same manner. Considering what they achieved and that wages have to be paid all the year round both to the first and second eleven, we must say that the club obtained value for their money. It is very interesting, too, to see what comparatively small sums both clubs have paid for training. The visits of the 'Spurs to Chingford, on the borders of Epping' Forest, cost £223, while the journeys of Sheffield United to Lytham and Skegness involved an outlay of £336. Above all, it must be pleasing to the supporters of these two great teams to find that Sheffield United have made a profit against the Tykes, and on that occasion he was on the year of £3,091, while Tottenham Hotspur in less than two hours and 27 times found the have a favourable balance of £2,554. A team boundary. Even though he gave a high chance | which did remarkably well and perhaps got better value for their money than any club was Notts County. They only paid £2,938 to their players in wages and bonuses, but they draw over £5,000 in gate-money, finished very high up in the League competition, and with a little lack would have won the Championship. Indeed, first display, but it would be impossible to praise some of their players are convinced that they orght to have done so.

Beyond all doubt the champion swimmer of enclosure. In June last year, Jessop scored the world is Joey Nuttall, of Stalybridge, who 179 out of 257 in one hour and three-quarters has for some time been vainly endeavouring to at Brighton against Sussex without making obtain a match with any man of any nationality the slightest mistake until he was well over 10th or any colour. But he is so distinguished that This extraordinary display consisted of 32 fours | he appears likely to go without a contest, despite and only 29 singles. Twice this season has the generosity of his offer. So many challenges of champions are fenced about with conditions that it is positively refreshing to read such a cartel as Nuttall issued. First of all he would hour and three-quarters. He reached the 100 | swim anybody in any water from 440 yards up he punished a fast bowler like Woodcock such a fine professional as Gresaley, of Leicesfor 27 in two overs. He hit a ball out of ter, 30 secs. in the half-mile. Moreover, he is Lord's ground into St. John's Wood Road, the willing to swim J. H. Tyers 200 yards, despite leather alighting on a passing cart. In the the difference in their ages. Nuttal was born in Goods not cleared by the 13th July, at second innings, Mr. Charles de Trafford actually Manchester on August 31st, 1869, while Tyers, placed seven men in the long field; but still who is a native of the same city, first saw the Jessop made eight boundary hits and con. light en September 11th, 1876. Seven years in tributed 49 in 36 minutes. Only last Saturday the life of an athlete is a great handicap, and I for Gloncostershire against Middlesex this consider Nuttall's offer the most defignt ever extraordinary cricketer made 124 out of made by any champion who is getting on in 145 in seventy-five minutes, 85 of his runs years. And yet there are those who do not being fours. He is the kind of man to lead a hesitate to say that Nuttall was never fitter. 1710 forlorn hope, and his daring is to boundless Tyers, who looked gross last winter, is in very

THE CHAMPION SWIMMER.

London, 8th June.

CONSULTING ENGINEER. SURVEYOR AND CONTRACTOR,

TELEGRAMS: "CARMICHAEL," HONGRONG. A B C Code, 4th Edition.

TELEPHONE, 232. Hongkong, 21st June, 1991.

could obtain a backer he would probably meet open water in 26 mins. 8 sees., and his 500 yards at Doncaster in 6 mins, 38} sees. We must not forget that his mile was swhm in water at a tem perature of 65 degrees, and that he could easily have reduced his time. He was swimming against M. Cusker, the American champion, and was winning so easily that he purposely delayed completing the course towards the finish of his journey. His 500 yards race was against Ernest Cavill, the Australian, who was not in a condition even to extend Nuttall, so that when we consider all these circumstances no one can have any hesitation in declaring that Nuttall is the finest all-round swimmer in the world.

H.F.CARMICHAEL

A I Code. Lieber's Standard Code.

THE BRITISH NORTH BORNEO CO. of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible. Hongkoug, 26th January, 1901. TRENDERS are hereby called for the JESSELTON for the North Borneo GOVERNMENT, particulars of which may be seen at the Office of

QUEEN'S BUILDINGS.

i Baards.

Hongkong, 18th March, 1901

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowlcon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section. 3. From Blake Pier to Naval Yard.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier.

4. From Naval Yard to East Point. CAPTAIN FLAG & RIG | BERTH McGregor Bros. & Gow Rafforty On 13th inst. Brit. str. BUTTERFIELD & SWIRE LONDON & ANTWERP GLENESK...... On 20th inst., at Noon. P. & O. S. N. Co..... Brit. str. LONDON Prometheus E. R. Dowell, R.N.R. On 23rd inst. Brit. str. BUTTERPIELD & SWIRE CONDON, &c., VIA PORTS OF CALL SUNDA On 6th August. BUTTERFIELD & SWIRE Brit. str. LONDON On 20th August. BUTTERFIELD & SWIRE Brit. str. DEUCALION LONDON BUTTERFIELD & SWIEE On 3rd September. Brit. str. LONDON PELEUS LONDON STENTOR On 18th inst. Brit.str. ... BUTTERFIELD & SWIRE,..... On 15th August: BUTTERFIELD & SWIRE LIVERPOOL Direct...... GLAUCES...... LIVERPOOL DIRECT PATROCIUS MELCHERS & Co. On 12th inst., at Daylight. Gor. str. BREMEN, YIA PORTS OF CALL KIAUTSCHOU NIPPON YUSEN KAISHA J. B. McMillan On or about 12th inst. MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c. WAR ISA MARU P. & O. S. N. Co. G. W. Gordon, B.N. On 15th inst, at I P.M. Messageries Marifixes MARSEILLES & LONDON JAVA Brit. str. Girard On 18th inst. HAMBURG-AMERIKA LINIE Schmidt On 26th inst. . . HAVRE, BREMEN & HAMBURG SAMBIA HAMBURG-AMERIKA TONIE Gor, str. Schaeder On 9th August. HAMBURG-AMERIKA LINIE HAVREA HAMBURG WUERZBURG Gor. str. v. Döhron On 2nd September. HAVRE & HAMBURG ACILIA ACILIA HAMBURG-AMERIKA LINIE Ger, str. On 10th September: Gor. str. HAMBURG-AMERIKA LASIE HAVRES HAMBURG ALEXANDRIA Porzelius '..... On 21st September. HAVRER HAMBURG SIBIRIA SIBIRIA HAMBURO-AMERIKA TANIE On 13th inst, at Noon. Ger. str. .. JARDINE, MATHESON & CO. HAVEE & HAMBURG ANDALUSIA... On or about 1st August. Brit, str. ... DODWELL & Co., LIMITED. NEW YORK VIA SUEZ CANAL INDRANT INDRANT On or about 15th August. Brit, str. ... SHEWAN, TOMES & CO. Onick despatch. Brit. str. A. NEW YORK VIA SUEZ CARAL CARLOWITZ & Co. Quick despatch. Amr. ship... NEW YORK L. SCHEP Annhold, Karbeng & Co...... o-day, at 5 P.M. Amr. ship... NIPPON YUSEN KAISHA On 26th inst., at Daylight. M. J. Curnow NIPPON YUSEN KAISHA J. Mackenzie MARSEILLES, LONDON & ANTWERP, V. S'PORE, &C. KANAGAWA MARU On 17th inst., T.M. SANDER, WIELER & Co....... On 14th August, at Noon. MARIA VALERIE CANADIAN PACIFIC R. Co. TRIESTE, Ac., VIA PORTS OF CALL G. D. Howles, B.N.B. On 17th inst. CANADIAN PACIFIC B. Co...... VANCOUVER, VIA MOJI, &v..... H. Pybus, R.N.R. On 16th iest. DODWELL & CO., LIMPTED . EMPRESS OF JAPAN VANCOUVER, VIA SHANGHAI, &c Truebridge..... On 29th inst., at 4 P.M. NIPPON YUSEN KAISHA. VICTORIA; B.C., & TACOMA VIA SHANGHAI, &c. .. OLYMPIA F. J. Horton Quick despatch. JARDINE, MATHESON & Co. KINSHIE MARC VICTORIA (B.C.) & SEATTLE VIA SHANGHAL, NO. ... On or about 12th insta SHEWAN, TOMES & CO. On 30th inst., at Noon. PORTLAND (OR.) TOYO KISEN KAISHA On 13th inst., at Noon. SAN FRANCISCO VIA AMOY, SHANGHAI, &c. HONGRONG MARC...... PACIFIC MAIL S. S. Co. On or about 14th inst. SAN FRANCISCO VIA AMOY, SHANGHAI, &c. CITY OF PEKING BUTTERFIELD & SWIRE On 24th inst., at 4. P.M. AUSTRALIAN PORTS. TAIWAN GIBB, LIVINGSTON & CO. On 26th inst., at 1 P.M. AUSTRALIAN PORTS...... AUSTRALIAN NIPPON YUSEN KAISHA A. E. Moses..... On 19th inst., at Daylight YAWATA MARU..... NIPPON YUSEN KAISHA. AUSTRALIAN PORTS..... F. Davies On 2nd August, at Daylight. BINGO MARU NIPPON YUSEN KAISHA KOBE & YOKOHAMA..... J. W. Wale. On 19th inst., at Noon. KOBE & YOKOHAMA...... TAMBA MARU NIPPON YUSEN KAISHA. H. Frasor On 16th inst., at Noon. NAGASAKI, KOBE & YOKOHAMA KASUGA MARE NIPPON YUSEN KAISHA...... T. Marsi On or about 20th inst. MOJI, KOBE & YOKOHAMA HIROSHIMA MARU P. & O. S. N. Co. E. P. Martin, R.N.R. On or about 19th inst. SHANGHAI & JAPAN BANGA BANGA P. & O. S. N. Co. Today, at 5 P.M. SIEMSSEN & Co. J. SHANGHAI Th. Lehmann To-day, at 5 P.M. LYEEMOON Ger. str. ... SIEMSSEN & Co. On 13th inst., at Noon. QUARTA MITSUI BUSSAN KAISHA K. Suzuki..... On 17th inst., at Daylight. ANPING, VIA SWATOW & AMOY MAIDZURU MARU MITSUI BUSSAN KAISHA On 14th inst. FOOCHOW VIA SWATOW & AMOY ANPING MARU MITSUI BUSSAN KAISHA K. Sobajima To-day, at Noon. TAMSUL VIA SWATOW & AMOY DAIGH MARU DOUGLAS LAPRAIR & Co. To-morrow, at 10 A.M. DOUGLAS LAPRAIK & CO. THALES SWATOW, AMOY & FOOCHOW To-morrow, at 4 P.M. JARDINE, MATHESON & Co.

G. S. Weigall

J. Rattenbury.....

K. Kori

P. Brusaca

E. J. Tadd

SHIPPING.

CHINKIANG & WUHU

ARRIVALS. July 9. Kinutschou, German str., 6,720, P.

MANILA

MANILA.....

BOMBAY, WIA SINGAPORE & COLOMBO

BOMBAY VIA SINGAPORE & PENANG

CALCUTTA DIRECT VIA SINGAPORE

Luneschless, Yokohama and Shanghai 6th July, Mails and General.-Melchers & Co. FOR SWATOW, AMOY AND FOOCHOW. July 10, PUTIALA. British transport, 1,929, R. FIRE Company's Steamship Phillips, Taku 4th July. July 10, Taiwan, British str., 1,109, H. Har-

FIELD & SWIRE. July 10, Amara, British str., 1,566, C. J. Mattock, Bangkok 3rd July, Rice .-JARDINE, MATHESON & Co. July 10, Haimun, British steamer, 636, W. J.

Davis, Temsui 6th July, Amoy and Swatow 9th, General.—Douglas Lapraik & Co. July 10. PATROCLUS, British str., 3,547, E. G. Dickens, Singapore 5th July, General.-BUTTERFIELD & SWIBE.

July 10. Wakasa Maru, Japanese str., 3,881, FTHE Company's Steamship J. B. Macmillan, Moji 6th July, General. -Nippon Yusen Kaisha. July 10, APENRADE, German str., 611, Loren- Captain Davis, will be despatched for the

General. JEBSEN & Co. July 10, GLENFALLOCH, British str., 1,434, Bainbridge, Straits 4th July, General.-CHINESE.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 10th July. Woosung, British str., for Ningpo. Hve. French str., for Kwong-chow-wan.

Kyote Maru, Japanese str., for Naka (Japan.) Honoi, French str., for Haiphoug. Decima, German str., for Saigon. Quarta, German str., for Chinking. Kashing, British str., for Manila. Kwanglee, British str., for Canton.

DEPARTURES. 9th July. HAILAN, French str., for Pakhoi.

Kashing, British str., for Manila. KWEIYANG, British str., for Tientsin. GLENGYLE, British transport, for Taku. LALPOORA, British transport, for Calcutta. KWANGLEE, British str., for Canton. STUTTGART, German str., for Shanghai, KOHSICHANG, German str., for Swatow.

VESSELS IN DOCK.

ABERDEEN DOCKS .-Kowloon Docks.-Union, Iris, Toku, Nanshan, Sungkiang, Holliswood. CCSMOPOLITAN DOCK .- Colonies, Munchen.

SHIPPING REPORTS. The German steamer Kiautschou, from Yokohama and Shanghai 6th July, had good weather and light winds.

The British steamer Patroclus, from Singapore 5th July, had dull, overcast weather with showery, variable light, moderate S. to W. wind and smooth sea.

The British steamer Taiwan, from Moji 5th July, had fresh S.W. wind and moderate sea: with heavy rain to Chapel Island; thence to port fine weather.

The British steamer Haimun, from Tamsui 6th July, Amoy 8th and Swatow 9th, had moderate S.W. wind and sea and fine weather to Amoy. From Amoy to Swatow had calm and smooth sea and fine weather. From Swatow to port light variable winds, smooth sea and fine weather. Vessels in Amoy-One Japanese cruiser, strs. Hangehow, Newchwang, Wenchow, Hong Bee and Duigi Maru. In Swatow-Strs Wingsang, Fooksang, Hoihow, Pakshan, Kungping and Szechuen.

TOT RESPONSIBLE FOR DEBTS.

Neither the Captains, the Agents, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour :--L. Schepp, American ship, C. S. Kendall.-

Carlowitz & Co. MANUEL LILAGUNO, Amr. ship, Nichols.-Standard Oil Co. SAINT IREME. British str., Clements.—Order.

SEA WITCH, American ship, Howes -- Master.

Suisang SINGAPORE, PENANG & CALCUTTA

Brit. str. ..

Jap. str.

DOUGLAS STEAMSHIP COMPANY, LIMITED:

LOONGSANG

TAIWAN

DIAMANTE

KAGOSHIMA MARU

C. FERO, LARIS Z

"THALES, der, Moji 5th July, General.-Butter- | Captain Robsen, will be despatched for the above. ports TO-DAY, the 11th inst., at Noon. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 10th July, 1901. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

· HAIMUN." zen, Haiphong 7th July and Hoihow 9th, above ports TO MORROW, the 12th inst., at

> For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 10th July, 1901.

GLEN LINE OF STEAMERS. FOR LONDON AND ANTWERP. THE Company's Steamship

d GLENESK." Captain J. Rafferty, will be despatched for the above ports TO-DAY, the lith July. For Freight or Passage, apply to McGREGOR BROS. & GOW. Agents.

Hongkong, 18th June, 1901. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "100NGSANG,

Captain G.S. Weigall, will be despatched as above TO-MORROW, the 12th inst., at 4 P.M. This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 8th July, 1901.

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FITHE 3/3 A. II American ship "L. SCHEPP" will load for the above port, and will have quick

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PUNCTUALITY.

On or about 14th ins

On Joth inst., at Noon.

On 19th inst., at Noon,

On 19th inst, at Noon.

On 16th inst., at 3 P.M.

Twin Screw Steamships-6.000 Tens-10,000 Horse-Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

"EMPRESS OF JAPAN"..Comdr. H. Pybus, R.N.R.WEDNESDAY, 17th July, 1901. "EMPRESS OF CHINA"...Comdr. R. Archibald, R.N.R... WEDNESDAY, 7th Aug., 1901. "EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.R..WEDNESDAY, 28th Aug., 190.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN. of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continen FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of, Passengers Booked through to all principal points and AROUND THE WORLD. Retur tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

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Hongkong, 9th July, 1991.

Hongkong, 6th July, 1901:

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PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION. SAILING DATES. DESTINATIONS.

ı	STEANERS.	DEGITALION	
	SAMBIA	HAVRE, BREMEN & HAMBURG	On 18th July. Freight.
	Capt. Schmidt	(Calling at Singapore and Colombo)	
	WUERZBURG	HAVRE & HAMBURG	On 25th July. Freight.
	Cost Schneder	(Calling at Singarore and Penang)	3
	LOITIA	THAVRE & HAMBURG	On 9th Aug. Freight.
	Cont a Dahran	(Calling at Singapore and Colombo)	3
į		HAVRE & HAMBURG (Calling at Singapore and Penang)	On 2nd Sept. Freight.
	ALEXANDR A	(Calling at Singapore and Penang)	
	SIBIRIA	HAVRE & HAMBUR & (Calling at Singapore and Colombo)	SOn 10th Sept. & Freight and
	Cant. Porzelius	(Calling at Singapore and Colombo)	Passage.
		HAVRE & HAMBURG	On 21st Sept. Freight.
	ANDALUSIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	,
	For Further Particul	iars, apply to	
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For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED. General Agents. Hongkong, 5th July, 1991.

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STEAM NAVIGATION COMPANY.

1	FOR	STEAMERS	TO SAIL ON ()	REMARKS.	
MAI	SEILLES AND NDON	JAVA Gordon, R.N.R	Salar Sept 12th Francisco	eight or Passage.	
SHA	NGHAI	COROMANDEL	R. About 19th Fr.	eight or Passage.	
SHA	NGHA1 AND	BANCA E. P. Martin, B.N.I	About 10th F	reight.	٠.
LON	DON, &c	$\left\{egin{array}{ll} { m SUNDA} & \dots & \dots & \dots \\ { m E. R. Dowell, R.N.R.} \end{array} ight.$	$\left\{egin{array}{ll} \operatorname{Noon}, & 20 h \\ \operatorname{July} \end{array} ight\}Se$	ee Special Advertiser	nent.
	For I	Further Particulars, apply	y to H. A. ICIT		·
н	ongkong, 5th Ju	Jy, 1901.		Superintendent.	[]

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LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES in Russia

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION SAILING DATES. STEAMERS. KIAUTSCHOU (Hamburg-Amerika Linie) ... THURSDAY 11th July. ... THURSDAY ... 8th August. THURSDAY ... KONIG ALBERT PRINZESS IRENE THURSDAY ... 5th S-ptember. PRINZ HEINRICH THURSDAY PREUSSEN ... HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY WEDNESDAY KIAUTSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY 13th November. BAYERN ... WEDNESDAY ... 27th November. 11th December. STUTTGART WEDNESDAY ... 25th December. KONIG ALBERT WEDNESDAY ... Sth Jan., 1902. PRINZESS IRENE WEDNESDAY PRINZ HEINRICH WEDNESDAY ... 22nd Jan, 19 2. ... 5th Feb. 1902. WEDNESDAY HAMBUEG (Hamburg-Amerika Linie) ... WEDNESDAY ... 19th Feb . 1902. 5th Mar., 1902. ... WEDNESDAY ... N THURSDAY, the 11th day of July, 1901, at Noon, the Steamship "KIAUTSCHOU," of the Hamburg-Amerika Linie, Captain P. Luneschloss, with MAILS. PASSEN-

GERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and Shipping Orders will be granted till Noon on Tuesday, the 9th July, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the lock July, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 10th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD:

For further Particulars, apply to MELCHERS & CO., AGENTS. 1 von kong, 28th June, 1901.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY)...

TROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES. .. STEAMERS. (SEATTLE, U.S.A., VIA VICTORIA,) THURSDAY, 11th July, at. IDZUMI MARU B.C., AND SHANGHAL MOJI, } M. J. Curnow KOBE, and YOKOHAMA..... MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, FRIDAY, 12th July, at. WARASA MARU PENANG, COLOMBO & PORT (DAYLIGHT. J. B. McMillan SAID 16th July, at ITUESDAY, HIROSHIMA MARU MOJI, KOBE and YOKOHAMA Noon. T. Murai 19th July, at BINGO MARU KOBE and YOKOHAMA DAYLIGHT. F. Davies KAGOSHIMA MARU S BOMBAY, VIA SINGAPORE and FRIDAY, 19th July, at KASUGA MARU...... NAGASAKI, KOBE and YOKO- FRIDAY, 19th July, at HAMA H. Fruser MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, (FRIDAY, KANAGAWA MARU PENANG, COLOMBO & PORT DAYLIGHT. J. MacKenzie SAID SYDNEY and MELBOURNE, via) FRIDAY, MANILA, THUESDAY ISLAND, YAWATA MARU 4 P.M. TOWNSVILLE and BRISBANE A. E. Moses VICTORIA, B.C. and SEATTLE, MONDAY, 29th July, at KINSHIU MARU U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA F. J. Horton..... FEIDAY, 2nd Aug., at

TAMBA MARU KOBE and YOKOHAMA DAYLIGHT. Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NOETHERN BAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Read. A. S. MIHARA, Manager,

Hongkong, 1st July, 1901.

STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	Due
GLASGOW and LIVERPOOL	"STENTOR"	On 23rd July
•GLASGOW and LIVERPOOL	"IDOMENEUS"	On 7th August.
	``	
		
•	' · · · ,	
	HOMEWARDS.	
FOR	STEAMERS	TO BAIL
LONDON	"PROMETHEUS"	On 13th July.
	ALCINOOD	On Zoru July.
LONDON	"DEUCALION"	On 6th Aug.
LONDON	"PELEUS"	On 20th August.
LONDON	"PELEUS" "STENTOR	On 3rd September,
LIVERPOOL DIRECT	•	-,
(Taking Cargo at London Rates)	"GLAUCUS"	On 15th July.
LIVERPOOL DIRECT		On APAL A
(Taking Cargo at London Rates)	"PATROCLUS"	• • • • • • • • • • • • • • • • • • • •
S.S. "PATROCLUS" from L1	IVERPOOL and SWANSEA, has	sarrived, and will lea

for SHANGHAI and JAPAN TO-DAY, the 11th inst., p.m.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS O. S. S. Co.

Hongkong, 11th July, 1991.

CHINA NAVIGATION LIMITED.

ron	$\mathcal{A}_{i,j} = 1$	STEAMERS		TO SAIL.
MANILA		"TAIWAN"		On or about 13th July.
PORT DARWIN, THU ISLAND, COOKTOWN SVILLE, BRISBANE, S and MELBOURNE	, TOWN. (, SYNDEY ('TAIWAN''	· · · · · · · · · · · · · · · · · · ·	On or about 14th July.

For Freight or Passage, apply to-

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 5th July, 1901.

THE CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.) AND SEATTLE -Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in conjunction with the GREAT NORTHERN RAILWAY CO.'s

JE HE Steamship

"KAISOW; 3,92) Tons, Commandor G. A. Rodway, is due here on 6th July, and will have quick despatch. Consular Invoices must accompany all overland shipments. For Rates of Freight and further Particu-

JARDINE, MATHESON & CO., Agents.

Hongkong, 27th June, 1901. TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVI GATION COMPANY, LIMITED. having Established a REGULAR SERVICE OF STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILLIPINES, in conjuction

with the GREAT NORTHERN RATLWAY LINES -of-the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship "KINTUCK." Soils from Scattle about the 10th of July; "CHINGWO!

Sails from Seattle about the 24th of July: "HYSON. Sails from Seattle about the 10th of August; " KAI80W."

Sails from Seattle about the 24th of August; and will be followed by the 'Company's regular For further particulars, apply at

THE CHINA MUTUAL STEAM NAVI-GATION CO.'s OFFICES, New YORK; To the Agents of the Company at Japan. China, Hongkong, Phillipines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAL

JARDINE, MATHESON & CO., Hongkong, 29th June, 1991.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY. HE Company's Steamship

"ANPING MARU." Captain S. Atsami, will be despatched for the above ports on WEDNESDAY, the 17th July, at Daylight. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Hongkong, 3rd July, 1901.

FOR CALCUTTA DIRECT VIA SINGAPORE.

HE H. A. L. Steamship

"C. FERD. LAEISZ, Captain Fuchs, will be despatched for the above ports on FRIDAY, the 19th inst., at Noon. For Freight and further Particulars apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Queen's Buildings, No. 1. Hongkong, 8th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS In China and Japan for the above Line. are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo-CHINA STTAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMPTED, General Agents for China and Japan. Hongkong, 4th August, 1897.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Hongkong Maru (via) Shanghai, Nagasaki, [Tuesday, July 30, Kobe, Inland Sea, Yo-1901, at Noon. kohama, and Honolulu)

NIPPON MARU (via Shanghai, Nagasaki, SATURDAY, Aug. 24. Kobe, Inland Sea, Yo. 1901, at DAYLIGHT. kohama, and Honolulu) America Maru (via Shanghai, Nagasaki, (Tuesday, Sept. 17

1901, at Noon.

THE Twin-Screw Steamship

Kobe, Inland Sea, Yo.

kehama, and Honolulu)

"HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKQHAMA, and HONO-LULU on TUESDAY, the 30th July, 1901. at Noon, taking Freight and Passengers for less than \$100 U.S. gold. Japan, the United States, and Europe.

Steamers of this line pass through the IN LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail reutes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific. Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to ! [19] address in full; value of same is required.

> tined to points beyond San Francisco in the United States should be sent to the Company's | above ports. Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

Queen's Building.

GEORGE ECKLEY. Acting Agent.

Hongkong, 5th July, 1901.

REGULAR STEAMSHIP SERVICE TO

NEW YORK VIA PORTS AND SUEZ CANAL PROPOSED SAILINGS FROM HONGKONG. HUDSON" About 1st Aug. HEATHBURN" ... About 15th Aug.

JUPITER" ... SATSUMA" RICHMOND CASTLE For Freight and further information, apply to

DODWELL & CO., LD., Agents. Hongkong, 6th July, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. "CITY OF PEKING" SATURDAY, 13th July, at Noon. "GAELIC".....TUESDAY. 23rd July, at Noon. "CHINA" TUESDAY. 6th Aug., at Noon. ' DORIC"..... THURSDAY, 15th Aug., at Noon. PERU" SATURDAY, 31st Aug., at Noon. COPTIC" TUESDAY, 10th Sept., at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for Jupan, the United States and Europe. Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point ca route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application

Passengers holding through ORDERS TO FUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL * The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officia's in the service of the Governments of China and Japan. TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the the Naval and Military

Services, and to Consular and Diplomatic officials of Governments of China and Japan. RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the | Captain J. Rattenbury, will be despatched as United States, Canada or Europe, to a port of callin Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per | Noon, cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other-Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, va Overland Railway, to 'Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers. Freight will be received on board until 4 r.m. the day previous to sailing. Parcel Packages

will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany each shipment of Cargo or Parcel (value) at \$100 gold

or over) destined to points beyond San Francisco in the United States, should be sent to the Companies Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

ECKLEY.

ACTING AGENT.

Hongkong, 3rd June, 1901.

THE OSAKA SHOSEN K-AISHA. LIMITED.

FOR TAMSUI VIA SWATOW AND **17HE** Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 14th inst. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Agents. Hongkong, 8th July, 1901. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship "SUISANG,"

Captain E. J. Tadd, will be despatched as above on TUESDAY, the 16th July, at 3 P.M For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 9th July, 1901. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS. TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN

Ports. HE Steamship

"SUNDA," Captain E. R. Dowell, P.N.R., carrying His Majesty's Mails, will be despatched from this EASTERN AND AUSTRALIAN STEAM-Consular Invoices to accompany Cargo des- for Bombay, on SATURDAY, the 20th July, at Noon, taking passengers and cargo for the

Silk and Valuables, all cargo for France, and Ten for Loudon (under arrangement) will be transhipped at Colombo into a stenmer proceed-For further information as to passage and ing direct to Marseilles and London; other Freight, apply to the Agency of the Company, | cargo for Lendon, &c., will be conveyed via | THE Steamship Bombay with transhipment,

Parcels will be received at this Office until 4 value of all packages are required. Shippers are particularly requested to note a 4 P.M. the terms and conditions, of the Company's

Bills of Lading. For further particulars, apply to. H. A. RITCHIE,

Superintendent. Hongkong, Sth July, 1901. FOR NEW YORK.

FETHE 3/3 A.I.I. American ship

"I. F. CHAPMAN," shortly expected here from KOBE, will load | Company and rice versa. for the above port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & CO. Hongkong, 2nd July, 1901,

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE. BATAVIA SAIGON: COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th July, 1901, at 1 P.M. the Company's Steamship "SALAZIE," Captain Giraid, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the s.s. Australien, which vessel takes on her Passengers and Mails, leaving that port on the 27th instant direct to Suez, Port Said and

Marseilles. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 14th they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN. Acting Agent. Hongkong, 4th July, 1901.

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to Adelaide. New Zealand, Tasmania, &c.)

"AUSTRALIAN," P.M. the day before sailing. The contents and Captain Helms, will be despatched for the above ports on WEDNESDAY, the 24th July, Flandria, German str., 1,287, Eichburny, July 7,

> for Passengers, and has a Refrigerating Chamsions, Ice, &c., throughout the voyage.

> the Electric Light. are carried. N.B.—Return Tickets issued by this Company to and from Australia are available for

> return by the steamers of the China Navigation For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 1st July, 1901,

VESSELS ON THE BERTH THE UNITED STATES AND CHINA-

JAPAN STEAMSHIP LINE. FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"INDRANI" Captain Hill, due on 11th instant, will be despatched as above on SATURDAY, the 13th instant, at NOON.

For Freight, apply to JARDINE, MATHESON & CO., Agents. Hongkong, 9th July, 1901. NAVIGAZIONE GENERALEITALIANA

COMPANIES). STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(FLORIO AND RUBATTINO UNITED

mers to Aden, Suez. Port Said, Messina, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIA-TIC, LEVANTINE and SOUTH AMERICAN

PORTS up to CALLAO. GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship " BISAGNO,"

Captain P. Brusaca, will be despatched as above on SATURDAY, the 13th inst., at Olympia, Amr. str., 1,730, Truebridge, July 6, NOON.

NOON. Victoria Dock.

and Passage, apply to CARLOWITZ & CO., Agents. Hongkong; 9th July, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED. FOR ANPING (VIA SWATOW AND) AMOY).

THE Company's Steamship "MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above ports on SATURDAY, the 13th July, at Noon.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Hougkong, 9th July, 1901. THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship.

" DIAMANTE." above on SATURDAY, the 13th inst., at

the excellent accommodation provided by this Electric Light. A Doctor is carried. SHEWAN, TOMES & CO.,

General Managers. Hougkong, 9th July, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA TION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO KARACHI, ADEN. SUEZ, PORT SAJD, FIUME AND TRIESTE. (Taking Cargo at through rates to the BRAZILS, to South Africa, Persian Gulf, Red

SEA, BLACK SEA, LEVANT, VENICE ADRIATIC PORTS) THE Company's Steamship

"MARIA VALERIE," Captain Berberovich, will be despatched above on WEDNESDAY, the 17th inst., P.M. Silk and Valuables are transhipped arrival at Bombay into an accelerated liner. For information as to Freight, apply to

SANDER, WIELER & CO., Agents, Hongkong, 1st July, 1901

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship 'ARARA." Captain Williamson, will be despatched for the above port on or about 15th August, and will be followed by the Steamship

on or about 15th September. For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 8th July, 1901.

HONGKONG. STEAMERS. Amara, British str., 1,556. Mattock, July 10

Jardine, Matheson & Co Apenrade, German str., 611," Lorenzen, July 10, Jebsen & Co inst. (Parcels are not to be sent on board; Benledi, British str., 1,487, Clarke, July 8, Hughes & Hough Bisagno, Italian str., 1,500, Binson, July 5,

> Carlowitz & Co Barnside, Amr. str., 1.400, Lettlin, April 14, U.S. Government Chwnshan, British str., 1,200, Jenkins, July 9, Bradley & Co.

> City of Peking, Amr. str., 3,128, Smith, July 6, Decima, German etr., 794, Schlaikier, July 5, Devonshire, British str., 2,364, Coull, June 17

Diamante, Brit. str., 1,225, Rattenbury, July 8, Shewan, Tomes & Co Dr. Hans Jerg Kiaèr, Norw. str., 691, Larsen, July 8, E. A. Trading Co., Limited Empress of Japan, British str., 3,003, July 9, C. P. R. Co Emma Luyken, Ger. str., 1,776, Schall, July 8, East Asiatic Trading Co., Limited

Standard Oil Co

Siemssen & Co This well-known Steamer is specially fitted Glenesk, British str., 2,274, Rafferby, July 9, FITHE JUBILEE of HONGKONG McGregor Bres. & Gow ber, which ensures the supply of Fresh Provi- Glenfalloch, British steamer, 1,434, Bainbridge, July 10. Chinese This Steamer is installed throughout with Glenlogan, British str., 5,741, McGregor, July 7,

McGregor Bros. & Gow A Stewardess and a duly qualified Surgeon Glenroy, British str., 3.141, Selby, July 8, - McGregor Bros. & Gow Haimun, British steamer, 636, Davis, July 10,

Douglas Lapraik & Co Hanoi, French steamer, 768, Merlees, July 9, A. R. Marty Hindoustan, British s r., J.849, Williams, July

** 8, Master Hipsang, British str., 1,940, Crockett, July 4. Jardine, Matheson & Co

Hsieh He, British str., 1,082, Crawford, June 30, Siemesen & Co Hue, French steamer, 704, Godinan, July 9, A. R. Marty

Idzumi Maru, Jap. str., 2,301, Curnow, July 7. Nippon Yusen Kaisba Indrapura, British str., 3,151, Hollingsworth, July 6, Shewan, Tomes & Co Kaisow, British str., 2,529, Rodway, July 5,

Jardine, Matheson & Co Kansu, British steamer, 1,249, Arnold, June 25, Butterfield & Swire

Kiautschou, German str., 6,721, Luneschloss, July 9, Melchers & Co Kwengsang, British str., 989, Arthur, July 9, Jardine, Matheson & Co Kyoto Maru, Jap. str., 1,639, Sakurai, July 8 M. B. Kaisha

Lombard, British str., 1,658, Raisor, July 8, Dodwell & Co., Ltd. Loongsang, British str., 1,080, Weigall, July 5, Jardine, Matheson & Co

Lycemoon, German steamer, 1,238, Lehmann, Having connection with Company's Mail Stea- Macedonia, British str., 1,045, Sawer, July 5, Jardine, Matheson & Co Mario Jebsen, Ger. str., 1,700, Hemmet, July 7, Jebsen & Co

Mausang, British str., 1,643, Welsh, June 21, Jardine, Matheson & Co Taking Cargo at through rates to Persian Mongkut, German str., 859, Gotshe, July 6, Butterfield & Swire Munchen, German str., 4,691, Krebs, May 28, Melchers & Co

Nanshan, British str., 1,299, Jones, June 27, Bradley & Co Oak Branch, British str., 2,064, Scholl, June 12. Dodwell & Co., Limited.

At Bombay the steamer is discharging in Patroclus, British str., 3,547, Dickens, July 10, Butterfield & Swire For further particulars regarding Freight Quarts, German str., 1,146, Johannsen, July 9,

Melchers & Co Rajaburi German str., 1,189, Ahlborn, July 9, Butterfield & Swire St. Irene, British str., 2,474, Clements, July 8,

San Autonio, Amr. str , 500, Hamilton, July 1, Shantung, British steamer, 1,835, Quail, July 9. Butterfield & Swire Simongan, Dutch str., 1,818, Sandman, April 18, Chinese

Sishan, British str., 852, H. Holton, July 9, Bradley & Co Suisang, British str., 1,776, Tadd, July 9, Jardine, Matheson & Co Sullberg, German str., 782, Jessen, July 1.

Siemsson & Co Sungkiang, British str., 1,021, Moore, July 6, Butterfield & Swire Taiwan, British str., 1,109, Harder, July 10, Butterfield & Swire Thales, British steamer, 836, Robson, July 9, Peuglas Lapraik & Co Tsvrahiko Maru, Jap. str., 1,249, Kagami, July 2, M. B. Kaisha

Wakasa Maru, Jap. str., 3,881, Macmillan, July 10, Nippon Yusen Kaisha Woosung, British str., 1,105, Dowson, July 1, Butterfield & Swire SAILING VESSELS.

The attention of Passengers is directed to Celest Burrill, British ship, 1,764, Jefry, May 29, Order steamer. She is fitted throughout with Holliswood, Amr. bark, 1,084, Knight, June 14, Order L. Schepp, Amr. ship, 1,673, Kendall, July 5, Carlowitz & Co

Manuel Llaguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co M. de Villars, French bark, 1,171, Rional, May 31, E. A. Trading Co., Limited Sea Witch. Amr. ship, 1,172, Howes, Feb. 21,

Master

Muster NOW ON SALE.

Sussex, British bark, 1,212, Guthrie, May 17,

IMPERIAL QUARTO TONGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN

PRONUNCIATION. For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the capid advance of foreign relations has imposed upon thom, are here given in criterion. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore charac-

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For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally, It comprises upwards of two thousand large quarto pages.

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·21st to 24th January, 1891. DESCRIPTION OF THE INDUSTRIES OF THE COLONY.

Royal Svo. 48 pages. Price 81. Cash. The Booksellers or Dailu Press Office. Hongkong, 27th January 1891.

Honakona, 9th July,

JOINT STOCK SHARES.

8				<u>'l</u>	HE HONGKONO
PO	T OFFIC	E NOTICES.			
The next French mail, dated Judo an accident to that ship, transi Hongkong on or about the 16th is	ferred at Colomb	hould have arrived by to to the s.s. Bingo A	s.s. Ernest Simons fare, and is expect	, was, owing led to reach	STOCKS.
		ILL CLOSE.			Banks.
VOX		त्रअपं	DAY AND		Hangkong and Shanghai
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(Late Letters 11.10 to 11.30 Postage 10 cents.)	FA.M. PARCINE	Kiautschoa	fee of 10 c 10.45 a.m.)		China Traders' Ins. Co., I
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Weihaiwei		Loongang	Friday, 12th	., 3.00 г.м.	Dougias Steamship Co., L
Singapore, Penang and Bombay	y	Bisagno	Saturday, 13th Saturday, 13th	i, 10,00 ж.м.	China Mutual S. N. Co Limited, Preference
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TO-DAY.			Richmond Castle	; from New	Wanchai Warehouse a Storage Co., Ld
Meeting of Victoria Recreati TO-MORROV	ion Club, 5,50 p.n V	sailed from New	, Hongkong, Chir York on the 2nd	inst.	New Amoy Dock Co., Le
Sale, Tapestries, Sales Room	s, Messrs.Hugh		steamer Tartar, le of the 6th inst. fo		LANDS, HOTELS & BUIL
& Hough, 2.30 p.m.		via Japan and S		ar erong roug	Hongkong Land Inve
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On London -	_	Bingo Maru	. 25th June.—M h June.—Alexand	togut, Neckar Tia. Benvenu	
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Credits, at 4 months sign	al	Hamburg Arrivals at H	оме.—9th July	-Ceylon, Lao	Yahloong Cot. Spin. C. Longkong Cotton Si
ON GERMANY.— On demand	1.98	Inaba Mar	u.		Weav, & Dying Co.,
On New York.— Bank Bills, on demand.		, <u> </u>	ASSENGERS.		Miscellaneous.
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On CALCUTTA.— Telegraphic Transfer	146	Per Haimun,	from Tamsui, &c.,	, Mrs. Ramsey	y. Hongkong Electric Co.,
Bank, on demand	1461	Per Kiautsch	ou, from Yokoha l'aylor, Insp. Mi	ma, Mr. Kaut	Hongkong and China
On Shanghai.— Bank, at sight		Schulz, Malad	le, Krajee, Silt		
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On YOKOHAMA.— On demand	_	m. Per Perla, fo	r Manila, Messis.		
O R(+ 1777 +		SOIL CE. II. ARRIV	en, A. S. Howe, I Le Lorrain, H.		Tramways Co., L.1.
On demand		TO DESIGNATION OF WALL	ss E. Weinstein,	Miss S. Preis	ss. Dairy Farm Co., Ld.
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A Remody for all irregularities. Superioding Bitter Apple, Pennyzoyal, Pit Cochia, &c. Nold by A. S. WATSON & CO., LTD., HONGKONG.	SER JOHNS
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this port on the 5th inst., via Inland Sea, Kobe, Nagasaki and Shanghai. The T. K. K. steamer Hongkong Maru, with Canadian " Parcel Post mails, &c., left San Francisco for this port via Calendar for 1901 Honolulu, Yokohanu, Inland Sea, Kobe, Nagasaki and Shanghai, on the 22nd ult. one printed in London for which fifty cents is The P. M. steamer China, with mails, &c., charged. The price of the locally printed left San Francisco for this port via Honolulu.

Yokohama, Inland Sea, Kobe, Nagasaki and Press Office or the Booksellers. Shanghai, on the 29th ult. The O. & O. steamer Doric, with mails, &c., left San Francisco for this port via Honolulu.

10th July.

Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 9th inst. THE INDIAN MAIL. The steamer Arratoon Apear, from Calcutta,

ON BANGKOK:-

Malwa Old\$860
Malwa Older\$880
P. P'per-wrapped ...\$830
Persian fine quality \$850

Persian extra fine... -

Patna New 8945
Patna Old 89624
Benares New 8935

Beneres Old.......\$935

ON SAIGON:

On demand2 p.c. pm.

On demand59‡

SOVEREIGNS, Bank's Buying Rate .. \$10.20

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Quotations are: Allow'ce net. to 1 catty. Malwa New\$830 to \$840 per picul.

VESSELS EXPECTED.

THE AMERICAN MAILS.

from San Francisco to the 14th ult., via Hono-Inlu, has arrived at Yokohama, and left for

The O. & O. steamer Gaelie, with mails, &c.,

GOLD LEAF, 100 fine, per tael \$53 BAR SILVER, per oz.26

left Singapore for this port on the 10th inst., MERCHANT STEAMERS. The N. Y. K. steamer Hiroshima Maru

(Bombay Line) left Singapore for this port on the 6th inst., and is expected to arrive here on the 11th inst. The A. L. steamer Maria Valerie left Moji

for this port on the 10th inst., a.m. The E. & A. steamer Guthrie, from Sydney. left Port Darwin on the 5th inst. for this port ven Manila.

German ,,

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LINE, BANJO, &c.

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Sole Agents for China, HOLLIDAY, WISE & CO. Hongkong, 16th September, 1899. [1509] AMERICAN SYSTEM

No. 39, Queen's Road Central. CHADWICK KEW (LATE OF POATE & NOBLE). Hongkong, 15th September, 1899.

			(1)(4) 1		H	ongkong, 9th July.
Stocks.	No. of Enames.	Isauz V'Lue	· / L	Last Div	IDEND C	LOSING QUOTATIONS
Banks.		,		30 - div. 10 -	hanus	[sales
ongkong and Shanghai) Banking Corporation }	80,000	\$125	\$125 }	\$19.20 for h	alf year }	100 p. c. pr.= \$625. London £62.
ank of China & Japan, Ld.	199,875		12. 11.	$\begin{array}{c} \text{ended } 31/12 \\ \text{Nono} \end{array}$		£1.0.0 £3. 5s.
Do. Deferred	1,250 (19,970 A-		- 325	3/14 for 1899.		\$27, buyora
ational Bank of China, Ld. Do. Founders Shares	20,055 B 750 fdrs.	£10 £1	اند اند	#[1] at 2[1 = { None	I	\$27, buyer: \$15, soliers
MARINE INSURANCES.	10,000	\$250		40 p. et. = \$20		\$3 4 0,
hina Traders' Ins. Co., Lat.	21,000		* \$25 ****	lopict, foryr p. ch.=Ul.i		\$60, sellers Wester knowe
orth China, Ins. Co., Ld	5,000 8,000	l	\$25 . { \$60	count of 1905 \$12 - 25 p. ci	·····	Tls. 189, buyers \$125, sales
angtere Ine. Assoen., Ld ant in Insurce. Office, Ld	10,000	\$259	\$50 \$20	\$12 for 1800 .		\$180, sellers nominai
FIRE INSURANCES.	30,000	7105	\$20 t	17 p. 1 03.17. 10		
ongkong Fire Ins. Co., Ld.	8,000	\$250 \$105		\$21 for 1899 \$6 for 1899		\$350, sellem \$85, buyers -
hina Fire Ins. Co., Lt Sarrenso.	20,000	-1.,			Į.	,,
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-	20,000			, 12 per cent	for year 1	858, soilers
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Limited, Preference)	20,000	مافي ا	()	6p.c.foc'0Jo Fin.div.offOp	muro.am. (£12. £7.
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tar Ferry Co., Limited	10,000			i ended 30	10	ស, buyers
hell Transport & Tra ling \ Co., Limited	2,000,000	الد	£1	on account	tof 1901	£2.12.6, b'yers, exdiv.
Regineries.				Final of \$9}	maktar	*.
hina Sugar Reining Com- } pany, Limited	20,000	\$100	\$100	in all \$12	per share {	\$145.
nzon Sugar Refng. Co., Ld	7,000	\$100	\$10.	for 1900 . §3 for 1997		\$36.
Mining.	\ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\) \$10	\$.		\$5).
Punjom Mining Co., Ld Do. Preference	30,00	\$ 31	\$	None		\$1.25.
Société Fran. des Cour-l' bounages du Tonkin) Fs.250		•		\$325.
Queens Mines, Limited Jelebu Mining and Tra-	1) 25 ets) \$3	•	5 p. ct. hal	f year en l. (G cents sollers \$1\frac{1}{2}, sellers
ding Company, Ld Raub Australian Gold)			A STABLE	(coupon 9) ∫ v=¥3 cts., .	\$12, sales
Mining Co., Limited	}	1	1 '	} 12th di	v	\$1, sellers
Olivers Freehold Mines, Limited	i ii i			2. /2.72./1	······ {	\$1, sellers
Docks, Wharves, &c. Hongkong and Whampon	70.00		3 2-1	10 p.c. &14	р. с. Болиз, т	1310, sale:
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Hongkong and Kowloon What and G. Co., Lal.	30,00	O \$5	O \$5	account of	i 1000)	\$102}, sales
Wanchai Warehouse and Storage Co., Ld	2,80	0 \$10	υ \$37	i or 1900) ⁽⁼ 22 p. ct. {	nominal
New Amoy Dock Co., Ld.	1	υ \$G	3 \$6	for 1893 35 per cont		\$224, buyors
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Kowloon Land & B. Co WestPoint Building Com-	0,01	. I .		30 \$1.30 for 16 30 Final \$1.73	•	
pany, Limited	<i>i</i> ,			(10 p. ct. fo	or half year)	S13) buyers
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humphreys Est. & Fin C	, , ,) .		10 \$1 per shu		~ · _
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Ewo Cotton, Spinning and Weaving Co., Ld)	00 Flat		ending	for period (113.00
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Spin & Weav. Co., Ld Soy Chee Cotton Spinning	.) [.	OJ flat		03 on t	for period for period	
Company, Id	·) [, j	RP/1 6	$(31^{\circ}12^{\circ}97)$	Tls. 27.50
Yahloong Cot. Spin. Co., Longkong Cotton Spin.	12.0		•	00 None		\$10, buyers
Weav, & Dying Co., L1			`- -		• .	
Miscellaneous. Manila Investment Co., L	a. 25,0	· .	-	5 0		\$56), sellera
Green Island Cement Co. China Bornes Co., Ld				10 8 p. c. for 1 15 25 per cen	t. for 1950 ,	\$35, seliors
A. S. Watson & Co., L.L	60,0		1)	inly Final of	70 cents.= . for 1900	1 316 sales
Hongkong Electric Co., L.1	30,0			19 70 cents \$5 3 7 cents	per share	, (\$12, ex div.
Hongkong and China Ga	3) \ 7.0		ł	1	for 1830	T
Company, Limited Hongkong Pope M'fg. Co.	10,0	ວນ \$	30 S	50 \$23 per ce	nt. 1900	, \$175, sellers
Geo, Fenwick & Co., L l Hongkong Ice Co., Ld	6,0		کا ڈ∠	25 15 per cen 25 Int. \$10 p.	.s.on act. Idd	ad S18J. sales
Hongkong Higa - Level Tramways Co., L1.	1.3	1	၀၁ - 81	(1) 5 \$14 for	Fear on to I 1980	. See harres
Hk Steam Water-boatCo.,	LÍ. 7.		10 : 7½	#7 First year 53 \$1 per shi		S3, buyers
Dairy Farm Co., Ld. Hk. & China Bakery Co.,	LL	S cox	500	550 15 par can	th for 1811	\$50.
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CIGAR COMPANIES. Philippine Tobacco Tru-		0)) ()	3 50	\$50		\$60, sellera
Co, Ed) [- ,			\$1,500, sellers
Alhambra, Ll.	•••••	2.0 \$	2011 A			
	· · · ·			V	ERNON &	SMYTH, BROKERS.
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CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. Terrible). The book is printed on art paper, and illustrated with coloured maps and sketches.

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	Mr. H. Arnold R. F. Mr. J. D. Auld Mr. & Mrs. V
	Mr. W. S. Bailey Mrs. E. M. I Mr. & Mrs. O. M. D. Bell Mr. C. Lue
Hong ton. I force tion. Went	Mr. David Benjamin Capt. D. Ma Mr. F. G. A. Boringer Mr. D. Mase
V'divostock 2 p. 29.82 - Nz 4 -	Mr. J. Black Mr. Marlow Dr. F. H. Howers Mr. J. McW
Kochi , 29.61 — — — 0 — Nagasaki , 29.56 — — w 8 —	Mr. J. Brown Mr. A. Meur Major W. B. Browne, Mr. Michael
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On the 9th at 11.45 a.m. The barometer has risen on the China coast, and in the South. The depression has probable	e Con A. W. Collara Capt. Pryn
reached E Japan. Pressure is highest over the Pacific in the neighbourhood of the Loochoos. Uradients slight for S whits on the China coast. Forecast:—moderate SE winds	Mr. F. Drien Mr. W. A,
showery.	Mr. R. M. Ezekiel Mrs. W. A Mr. Androw Forous child
Messes. Falconer Co.'s Register, 10th Ju'y. Burometer 9a.m29.74 Therm. 9a.m. (Wet bu!b)8	Mr. & Mrs. H. W. graser Hon. R. M Mrs. Gloves say, R
Barometer 1 p.m 29.72 Thorm, 1 p.m. (Wet bulb) 8 Barometer 4 p.m 29.72 Thorm, 4 p.m. (Wet bulb) 8	Mr. D. M. Graham Mr. Edward Mr. & Mrs. E. Gampert Mr. A. Sin
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Honokong register.	Mrs. W.C. Jack & family Mr. H. B. Mr. H. N. Jeffries Mr. W. T.
day 4 p.m. at 10 a.m. at 4 p.m.	Dr. K. Lang Mrs. W. V Mr. J. E. Lee Mr. & M
Barometer 20.75 20.74 20.63 Temperature 83 84 87	Mr. Gordon Mackie Wrig
Humidity 83 78 69 Direction of wind E 8	CRAIGIEBURN HOTEL. Mr. James Anderson Mr. J. J.
Weather o o	Mr. James Anderson Mr. J. J. Mr. & Mrs. J. M. Beattie Mr. W. H Mr. E. Burns-P _J e Capt. P
lighest open air temperature on the 9th	I Mr. & Mr. II Mathagas A O I
Hongkong Observatory, 10th July.	Mr. J. W. Crouch Sister, G Mr. G. H. Edwards pital
HONGKONG TIDE TABLE.	Capt. J. Farrow Consul V
11th to the 17th July, 1901.	Mr. & Mrs. G. Grimble Mr. & Mr. Connaught House.
HIGH WATER. LOW WATER.	Mrs. Florence Adel de Lieut. F.
Hougkong Height. Hengkong Heigh	Mr. & Mrs. Banyard Mr. &
Sold Mean Time.	Madame Bell Master V — Mrs. O. Carlotta M1. J. Pe
Thurs 11 in 4 18 3 10 in 11 45 0 0 5	Miss Lulu Engano Mr. M. V
Fri. 22 m 5 19 4 3 m 5 51 a 0 1 7 13 a 1 8 11 14 a -0 1	Mr. B. Garainer
Sat. 13 m 6 18 4 8 m : 41 a 0 11 8 3 a 1 0 m 4 12 -1 4	Mr. A. Blass Mr. J. M
Mon. 15 m 8 4 6 3 (m 1 7 1 9	internation of the property of the state of
Tien. 10 in 851 5 4 m 1 58 1 10 42 n 2 2 3 45 n -1	Mr. G. H. Gaynor Mr. N. a Mr. R. Hachfell ham
Wed. 17 m 9 34 5 3 m 2 34 9 1 11 15 a 2 3 m 2 34 9 1 12	Mr. & Mrs. Kromer
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